

TD5.2:M53/3/992

U.S. Department
of Transportation

United States
Coast Guard



✓ Merchant Marine Deck Examination Illustration Book

Jan.
1992

This publication contains illustrations to be used in examinations
for deck merchant marine licenses and documents.



- 9 JAN 1992

COMDTPUB P16721.6A

COMMANDANT PUBLICATION P16721.6A

Subj: Merchant Marine Deck Examination Illustration Book

1. PURPOSE. This publication contains illustrations needed by an applicant during an examination for a merchant marine deck license or endorsement on a merchant mariner's document.
2. DISCUSSION.
 - a. Applicants testing for merchant marine deck licenses and merchant mariner's document endorsements may have to answer questions that refer to an illustration or diagram. This publication contains the illustrations needed.
 - b. The Coast Guard uses a computerized random generation system for creating examination modules. To streamline the process of creating module test booklets, the illustrations needed to answer exam questions have been incorporated in examination illustration books. This allows applicants to view both the exam question and the illustration it may refer to at the same time.
 - c. The January 1992 edition of this publication contains all illustrations required by questions in the question bank as of January 1992.
3. PROCEDURE.
 - a. This publication is effective upon receipt. It supersedes the September 1988 edition. Regional Examination Centers (RECs) shall destroy the covers of the September 1988 edition and discard the remainder of each book.

DISTRIBUTION—SDL No. 129

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A																										
B	1	1		1		1	1										1			1						
C			*										*													
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NON-STANDARD DISTRIBUTION: (See page 2.)

5 9 JAN 1992

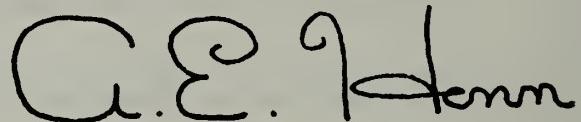
3. b. RECs will make this publication available to applicants testing with a deck merchant marine examination. Applicants who have purchased copies of this publication from the Government Printing Office (GPO) may not use their personal copies. Each REC is to allow only the REC copies of this publication to be used in the exam room. The covers of this publication held by the RECs will be pecan; the covers of this publication available to the public through GPO will be yellow.

4. ORDERING INFORMATION.

- a. RECs will be provided with an initial supply of this publication. Replacement and additional copies are available from Commandant (G-MVP-5), FTS 267-2705, Commercial (202) 267-2705.
- b. The public and other Coast Guard units may order copies of this publication from the GPO at the following address:

Superintendent of Documents
U.S. Government Printing Office
Washington, DC 20402

This book may also be ordered by telephone and charged to a national credit card by calling (202) 783-3238.



A. E. Henn
Rear Admiral, U. S. Coast Guard
Chief, Office of Marine Safety,
Security and Environmental Protection

Non-Standard Distribution:

C:e Toledo (350); Boston, Miami (225); New Orleans (150); Baltimore, San Francisco, Honolulu (125); Charleston, San Juan, Long Beach, Anchorage, Houston (75); Portland, Memphis, St. Louis, Puget Sound (50); Juneau, Norfolk, Guam, Ketchikan (25) (only).

C:m New York (250) (only).

MERCHANT MARINE DECK EXAMINATION ILLUSTRATION
BOOK

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INSTRUCTIONS

1. Some of the questions in the deck examination booklets require the use of an illustration or diagram to answer the question. All of these illustrations and diagrams are contained in this publication.
2. If a question requires the use of an illustration or diagram, it will be specifically stated in the lead-in sentence, or stem, of the question. For example, if the question in your examination booklet is, "Which of the symbols in illustration D018NG represents a warm front?", you must find illustration D018NG in this book in order to answer the question.
3. The illustrations in this publication are divided into chapters based on the two letter abbreviation at the end of the illustration number. The abbreviations indicate the general area from which the illustration was taken and are listed below. The Rules of the Road diagrams are contained in the first chapter and are identified by number only.

DG - Deck General
NG - Navigation General
SA - Safety
SL - Sail
4. Some illustration numbers have been reserved in this publication for continuity purposes and for future use. The illustrations formerly associated with these numbers have been either cancelled or incorporated into the Stability Data Reference Book (COMDTPUB P16721.31).
5. Applicants taking an examination who wish to make a comment or protest concerning any illustration or diagram in this publication should complete a Comment/Protest form for the question involved and give it to the examiner.
6. Individuals not taking an examination who wish to make a comment on any illustration or diagram in this publication should send a written comment, citing this publication and each illustration or diagram commented on, to:

Commandant (G-MVP-5)
U.S. Coast Guard
DECK ILLUSTRATION COMMENT
2100 Second Street, S.W.
Washington, D.C. 20593-0001

All written comments submitted by the general public will be reviewed prior to revising this publication. All comments are welcomed and written comments will receive a letter or postcard indicating that they were received. Valid comments will be incorporated into this publication.

RULES OF THE ROAD

CHAPTER 1 RULES OF THE ROAD

DIAGRAM 1

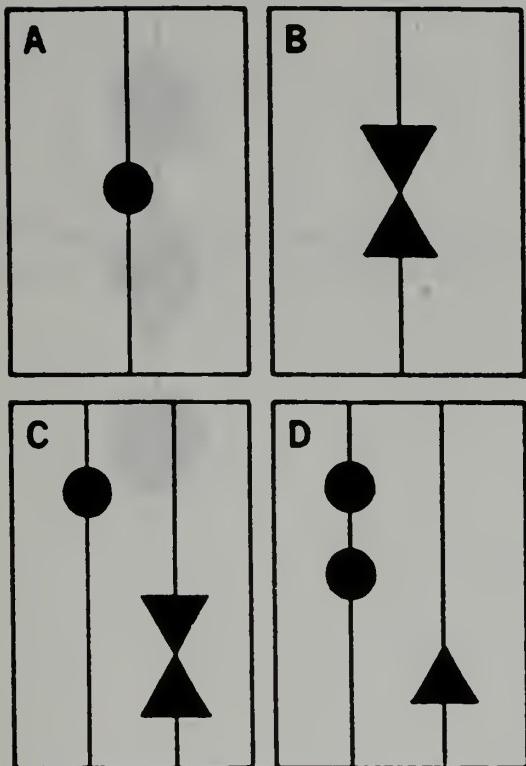


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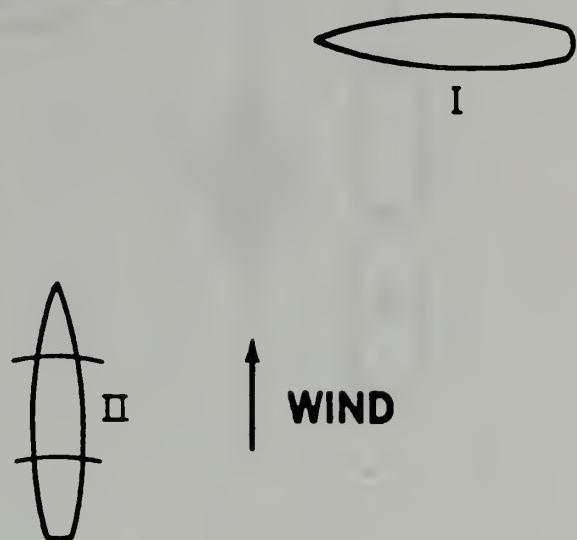


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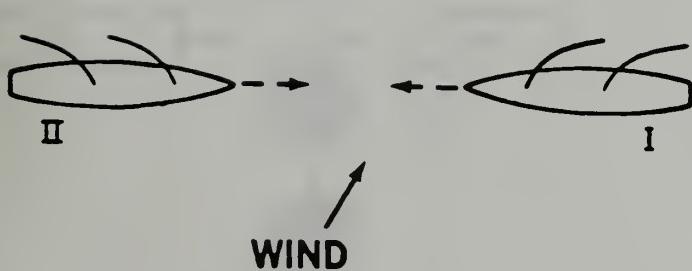


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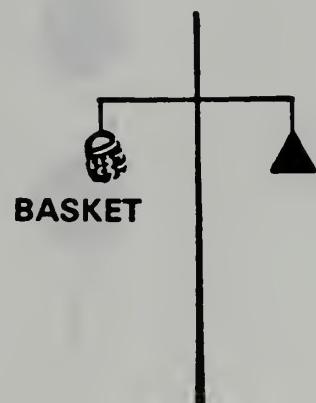


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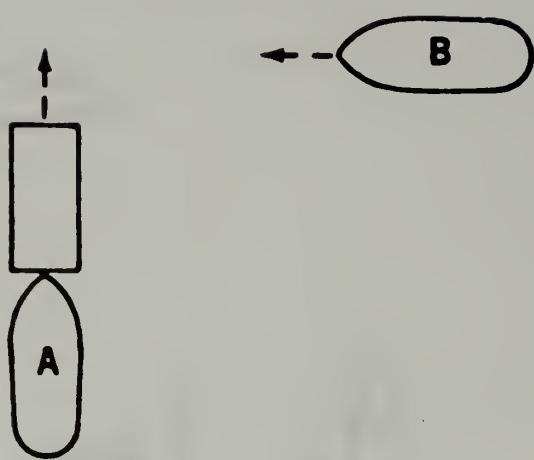


DIAGRAM 6



DIAGRAM 7



DIAGRAM 8



DIAGRAM 9

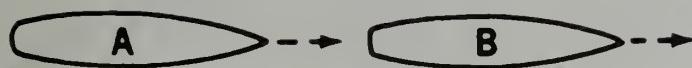


DIAGRAM 10



DIAGRAM 11



DIAGRAM 12



DIAGRAM 13



DIAGRAM 14

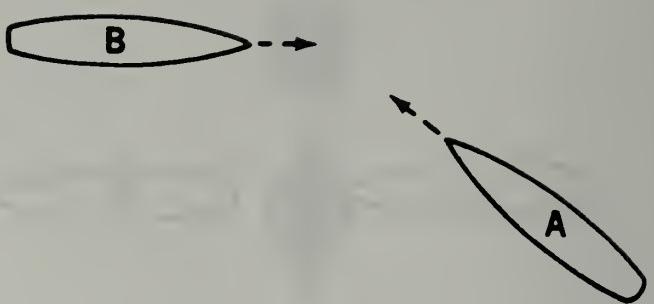


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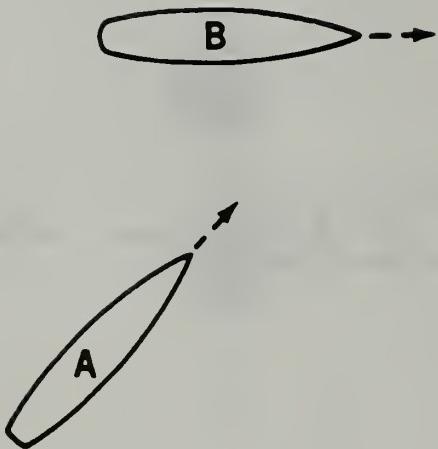


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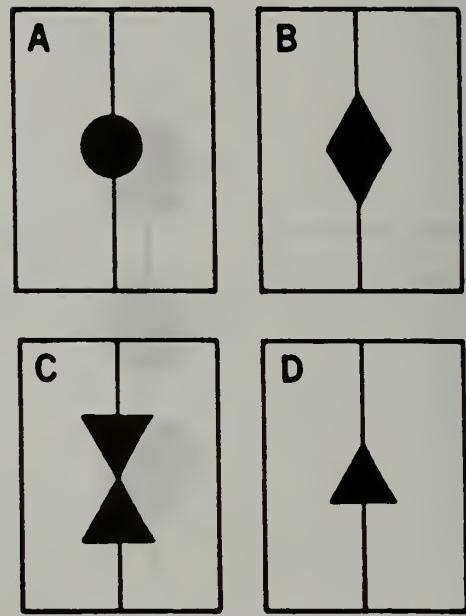


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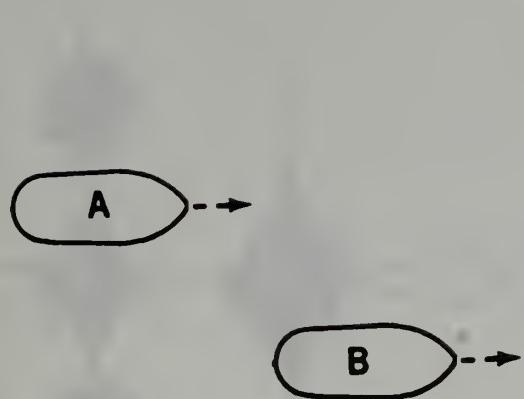


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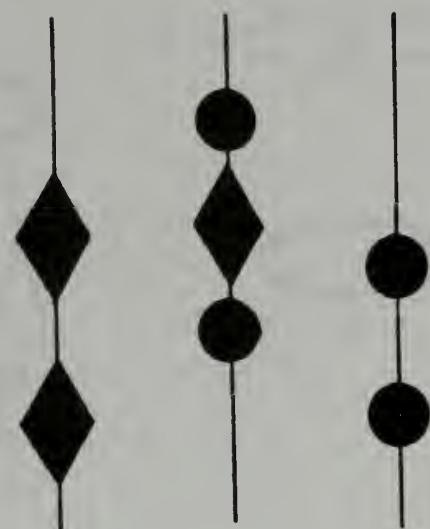


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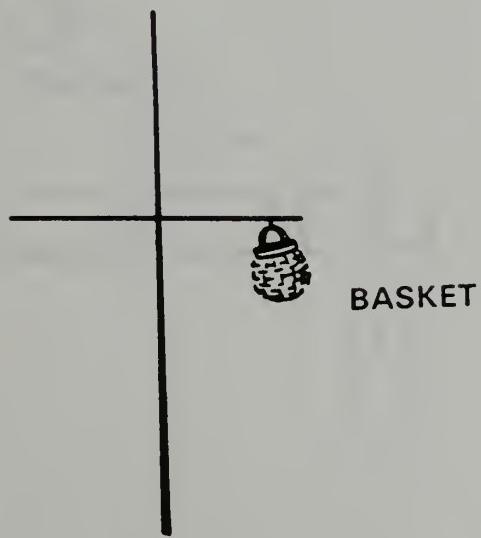


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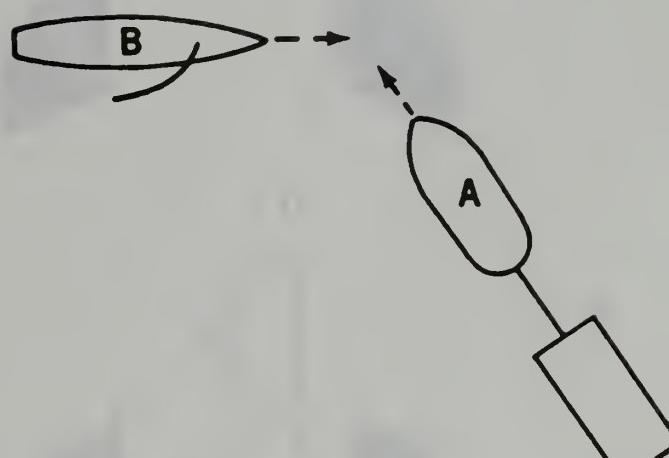


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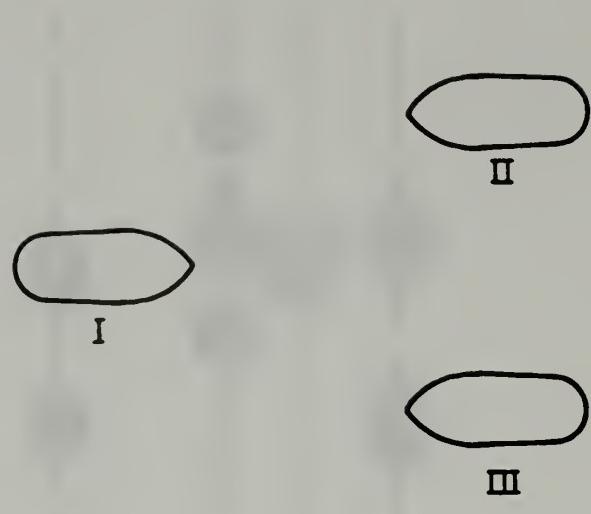


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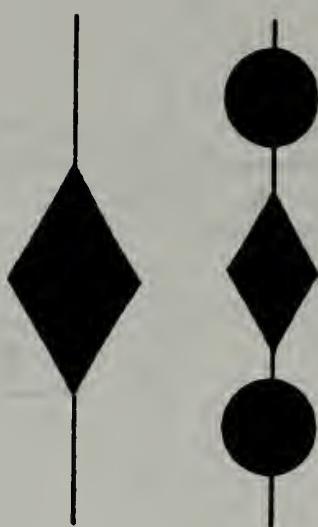


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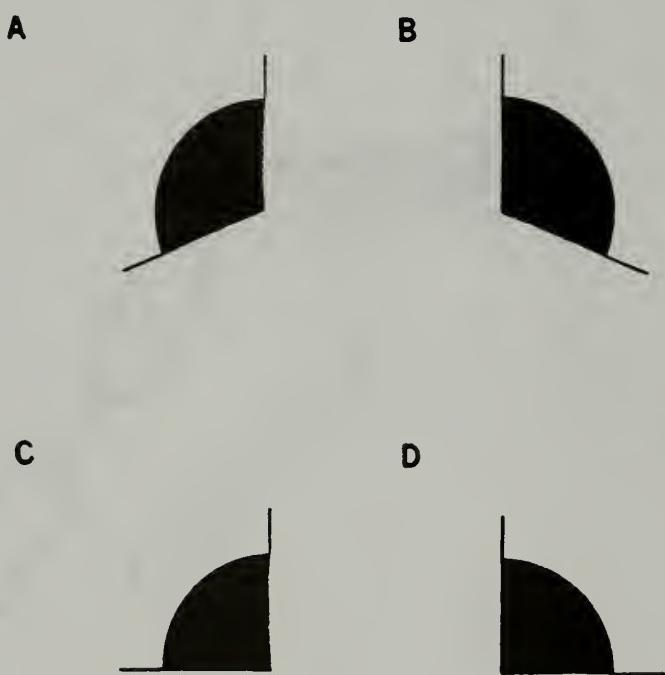


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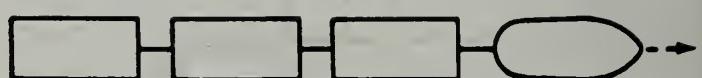


DIAGRAM 25



DIAGRAM 26



DIAGRAM 27

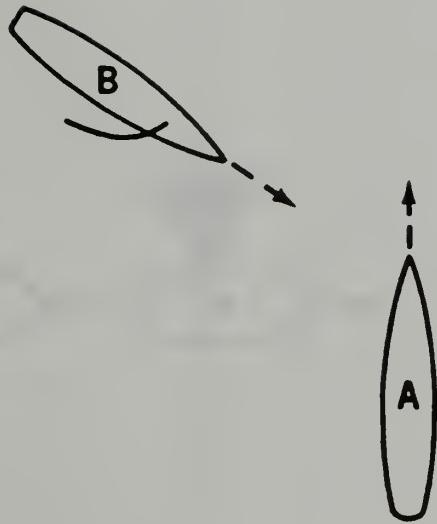


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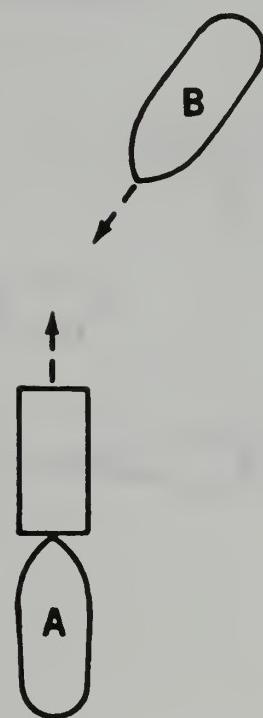


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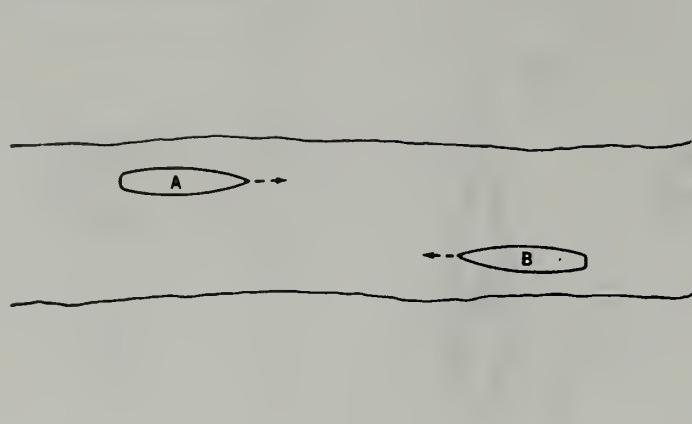


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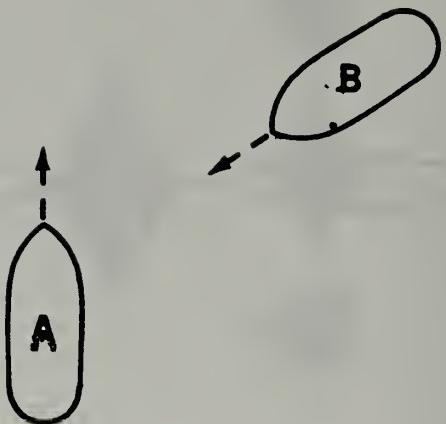


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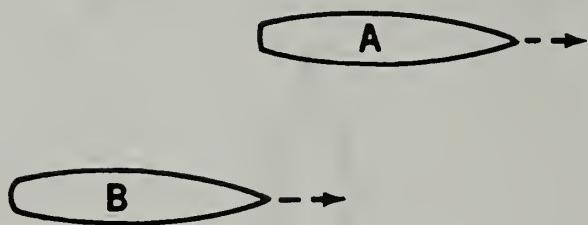


DIAGRAM 32



DIAGRAM 33

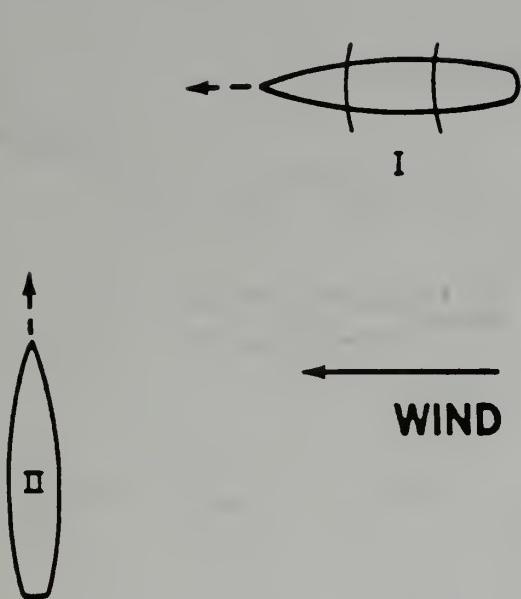


DIAGRAM 34



DIAGRAM 35



DIAGRAM 36

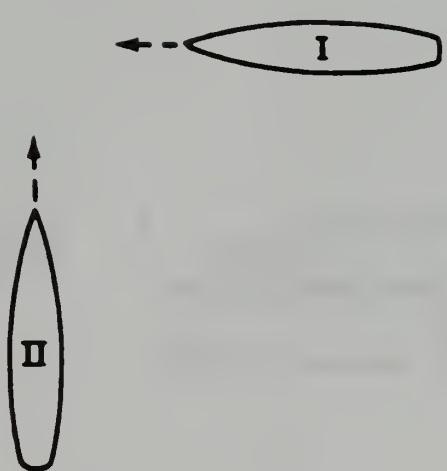


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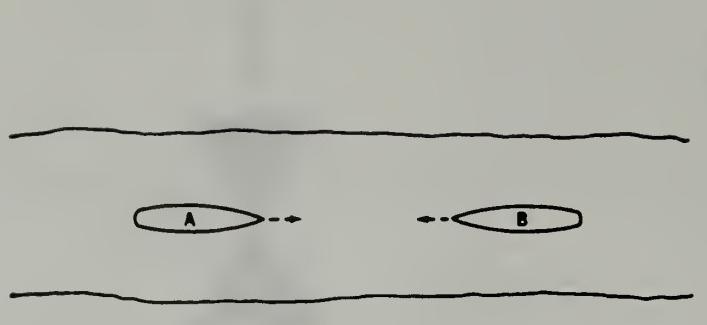


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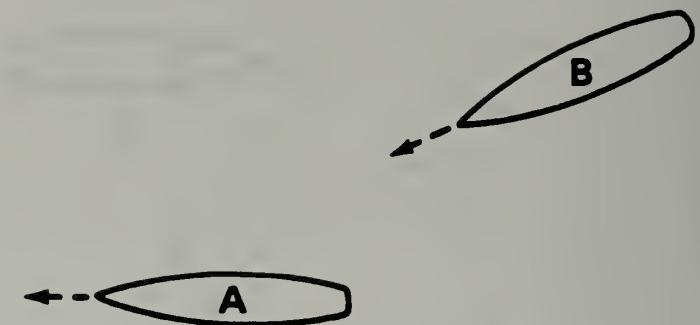


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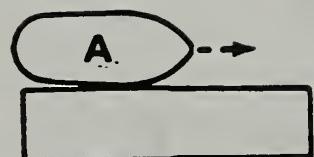


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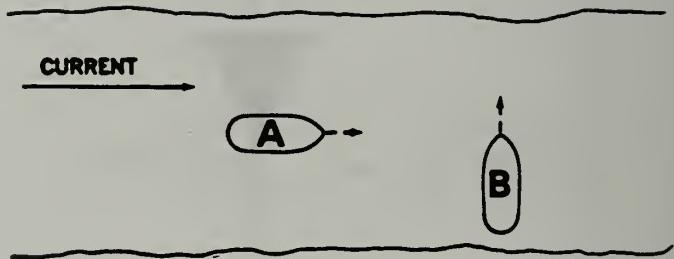


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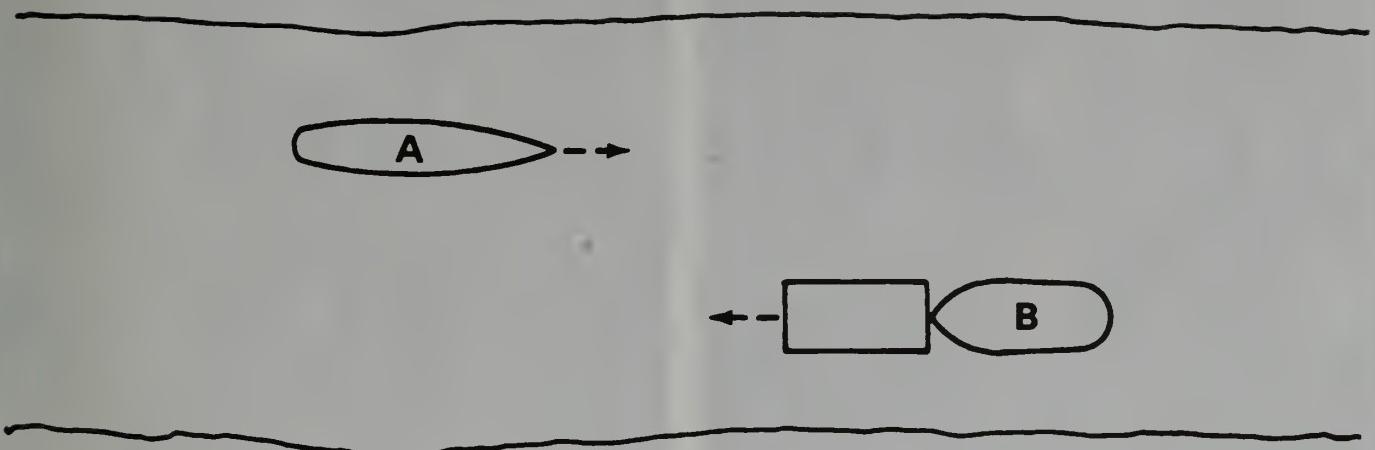


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DIAGRAM 43



DIAGRAM 44

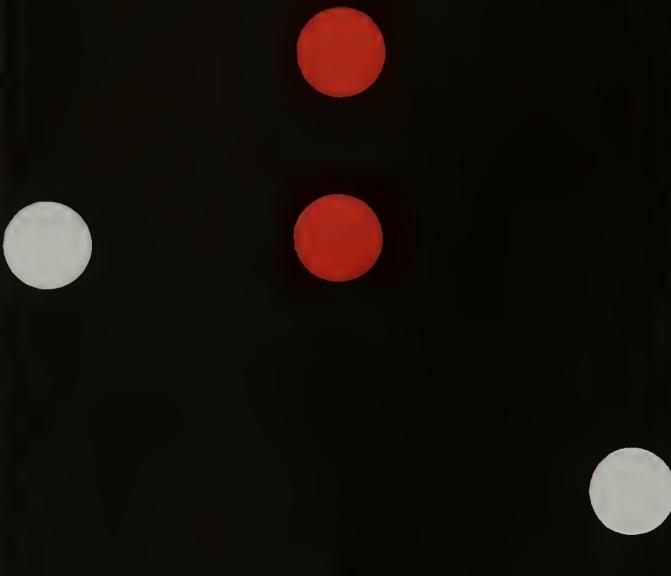


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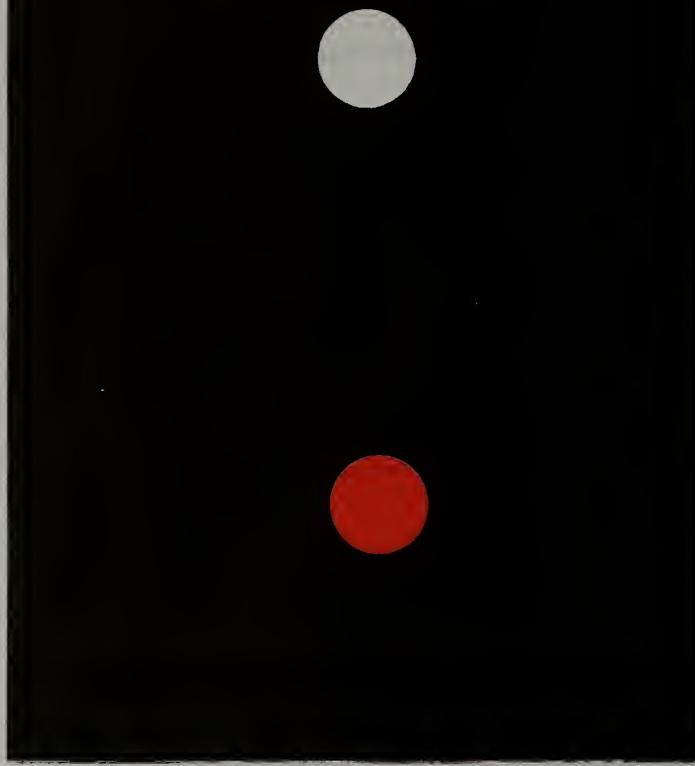


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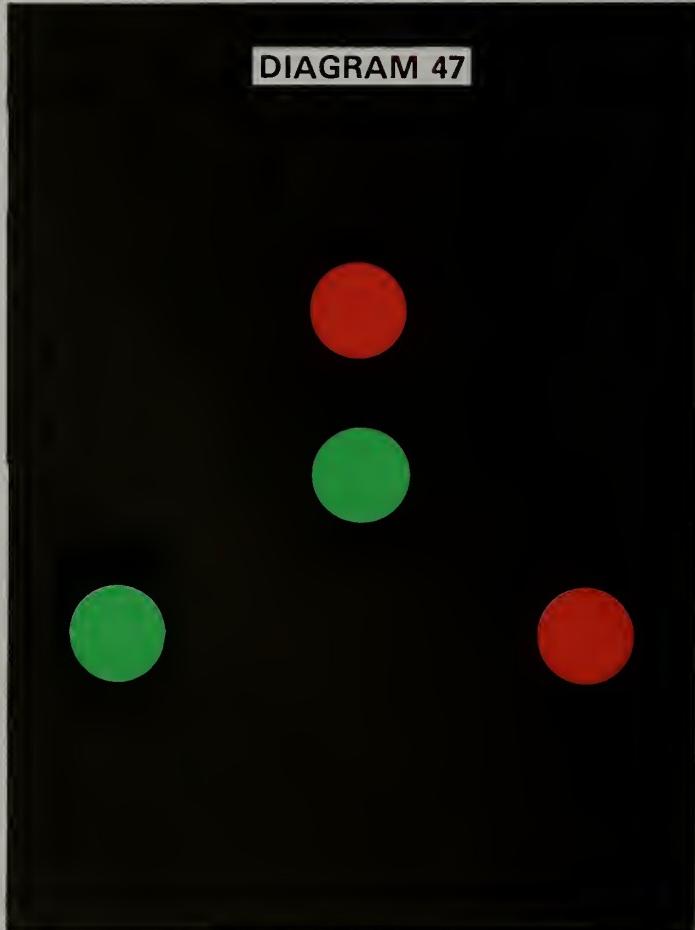


DIAGRAM 48



DIAGRAM 49



DIAGRAM 50

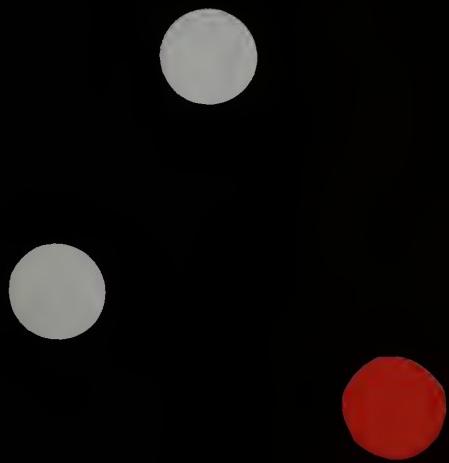


DIAGRAM 51



DIAGRAM 52

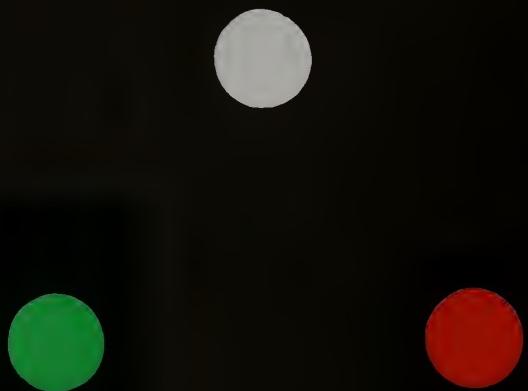


DIAGRAM 53



DIAGRAM 54



DIAGRAM 55



DIAGRAM 56



DIAGRAM 57



DIAGRAM 58



DIAGRAM 59



DIAGRAM 60



DIAGRAM 61



DIAGRAM 62



DIAGRAM 63



DIAGRAM 64

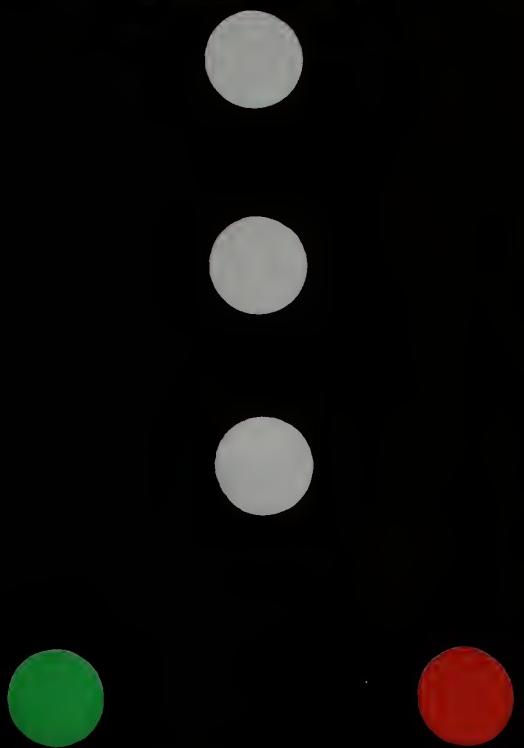


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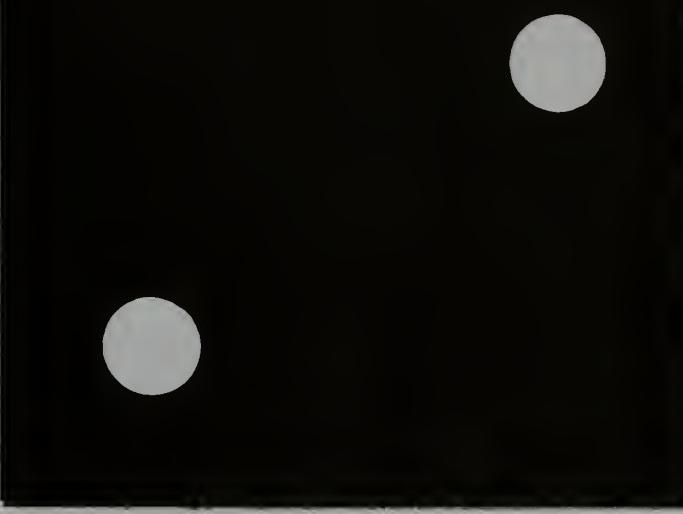


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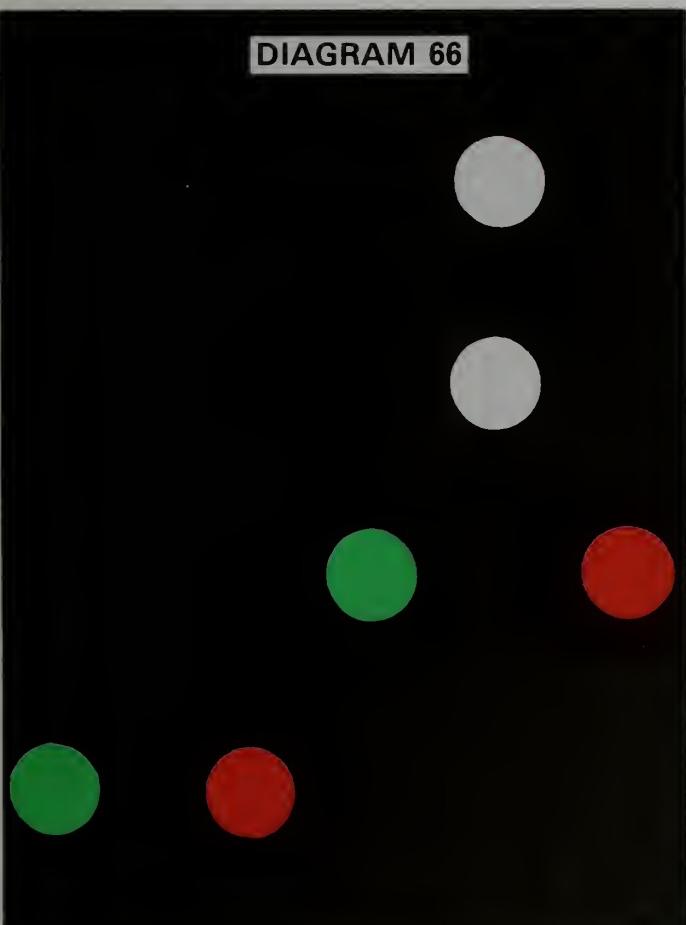


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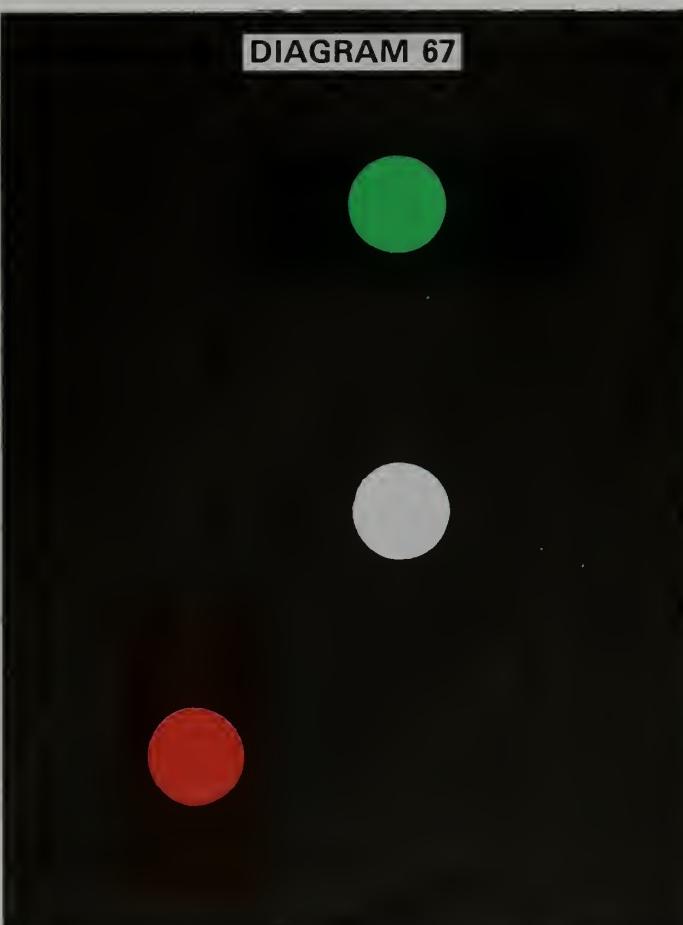


DIAGRAM 68



DIAGRAM 69



DIAGRAM 70

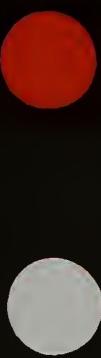


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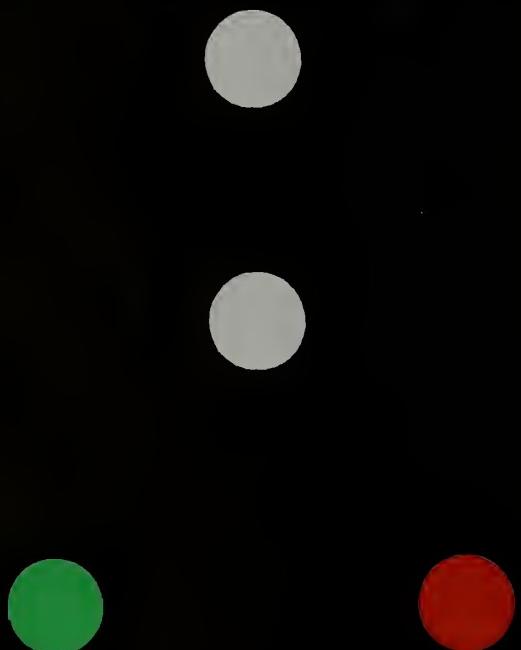


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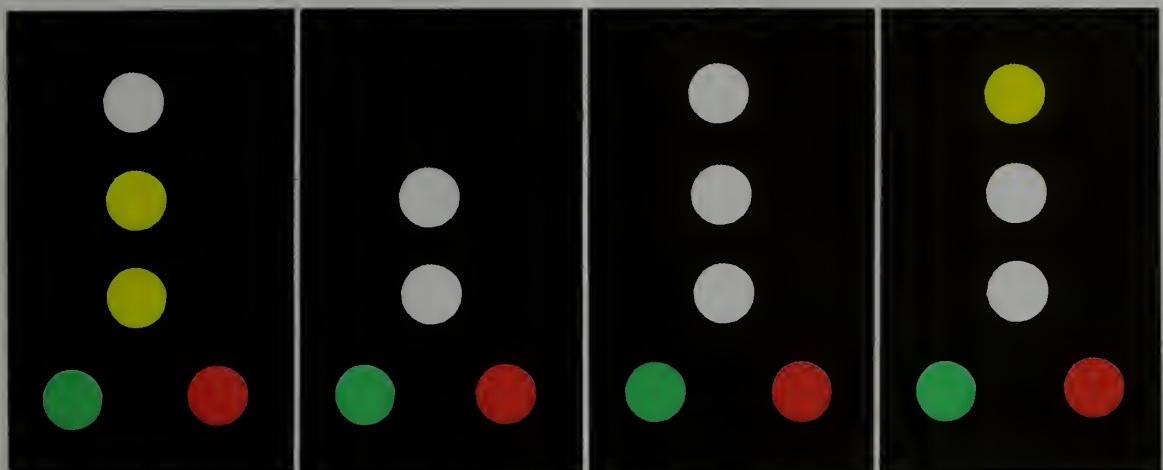


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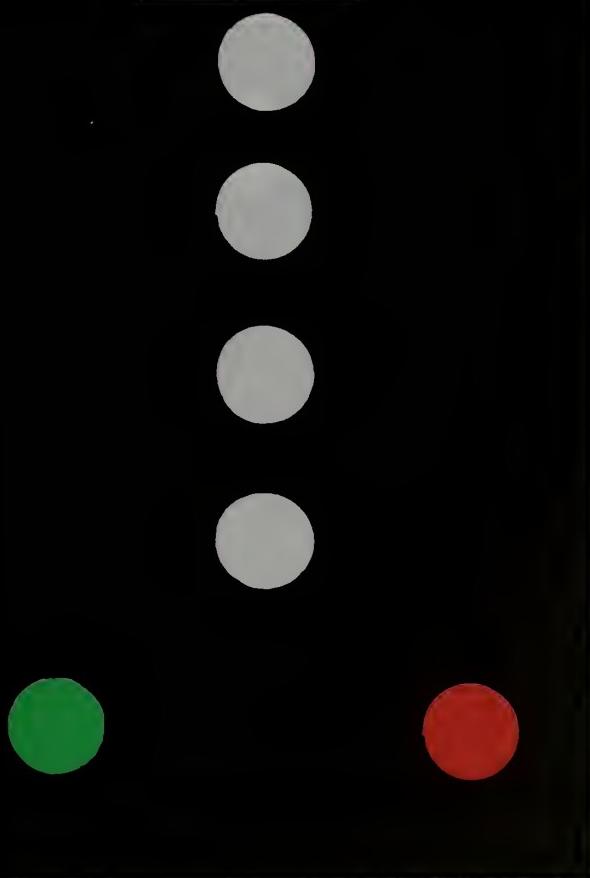


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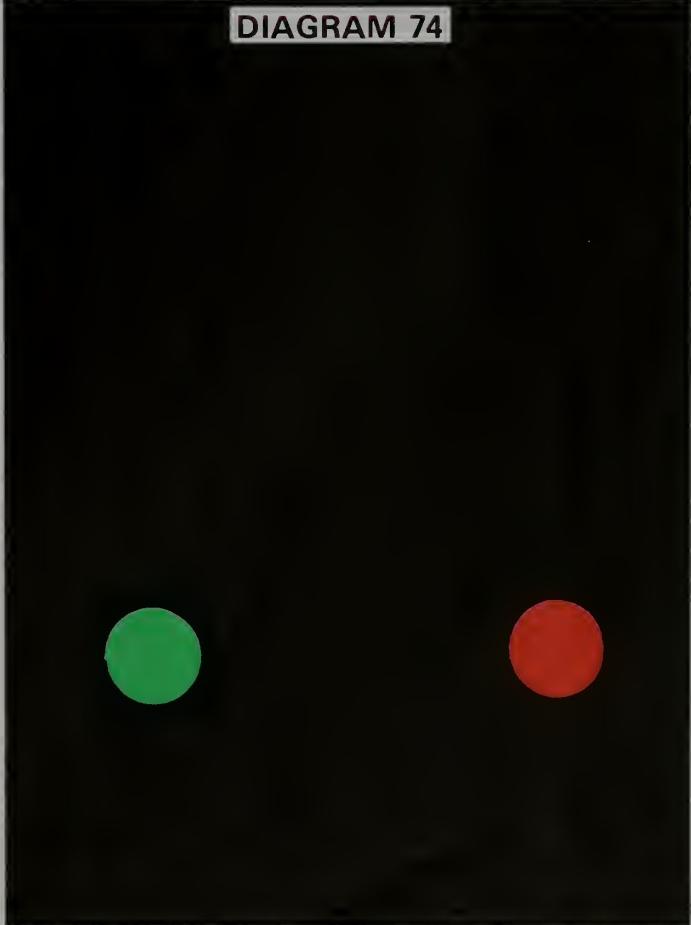


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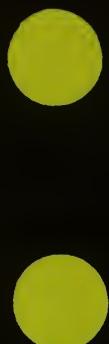


DIAGRAM 76



DIAGRAM 77



DIAGRAM 78



DIAGRAM 79



DIAGRAM 80



DIAGRAM 81

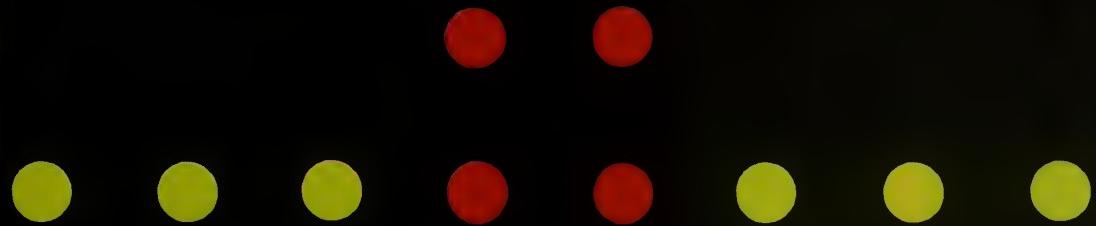


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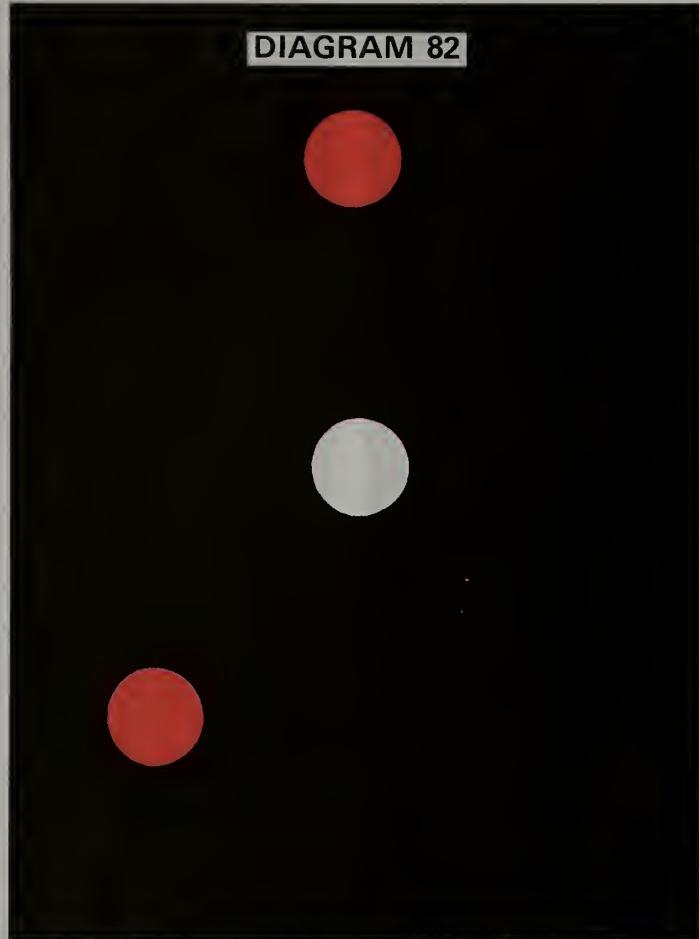


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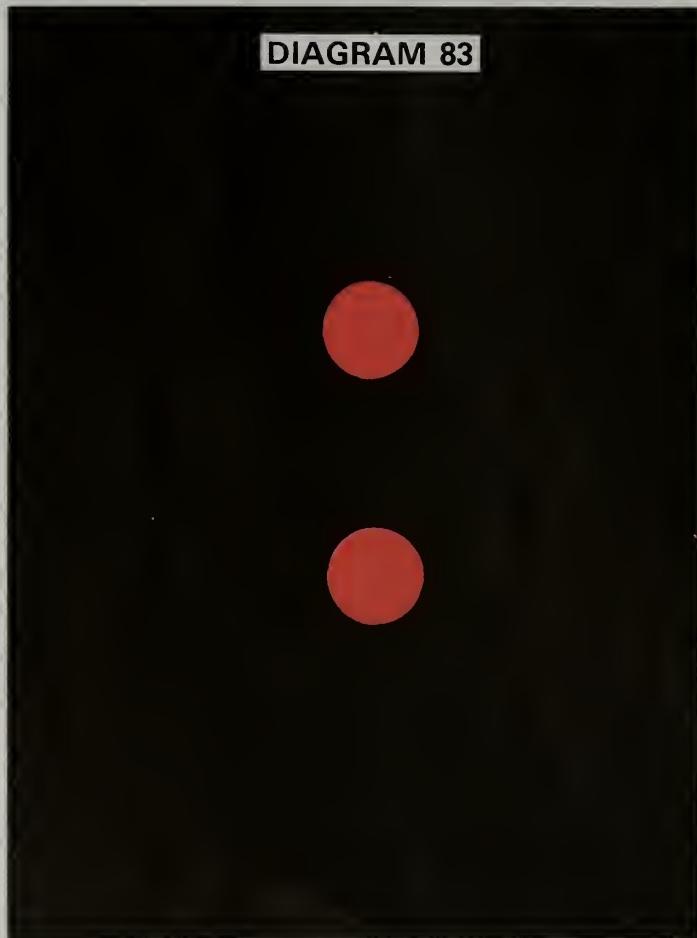


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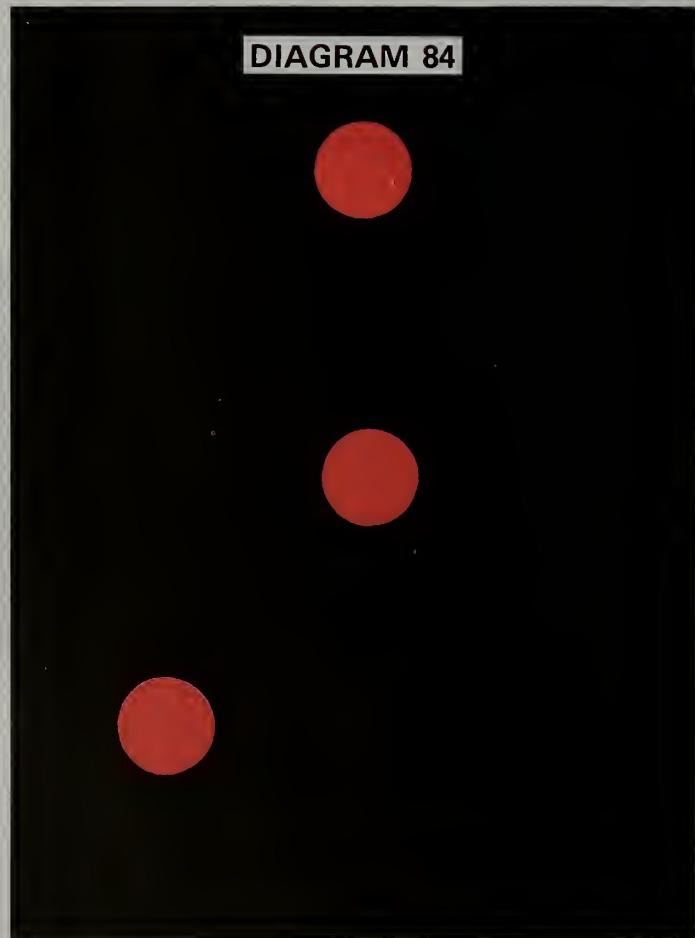
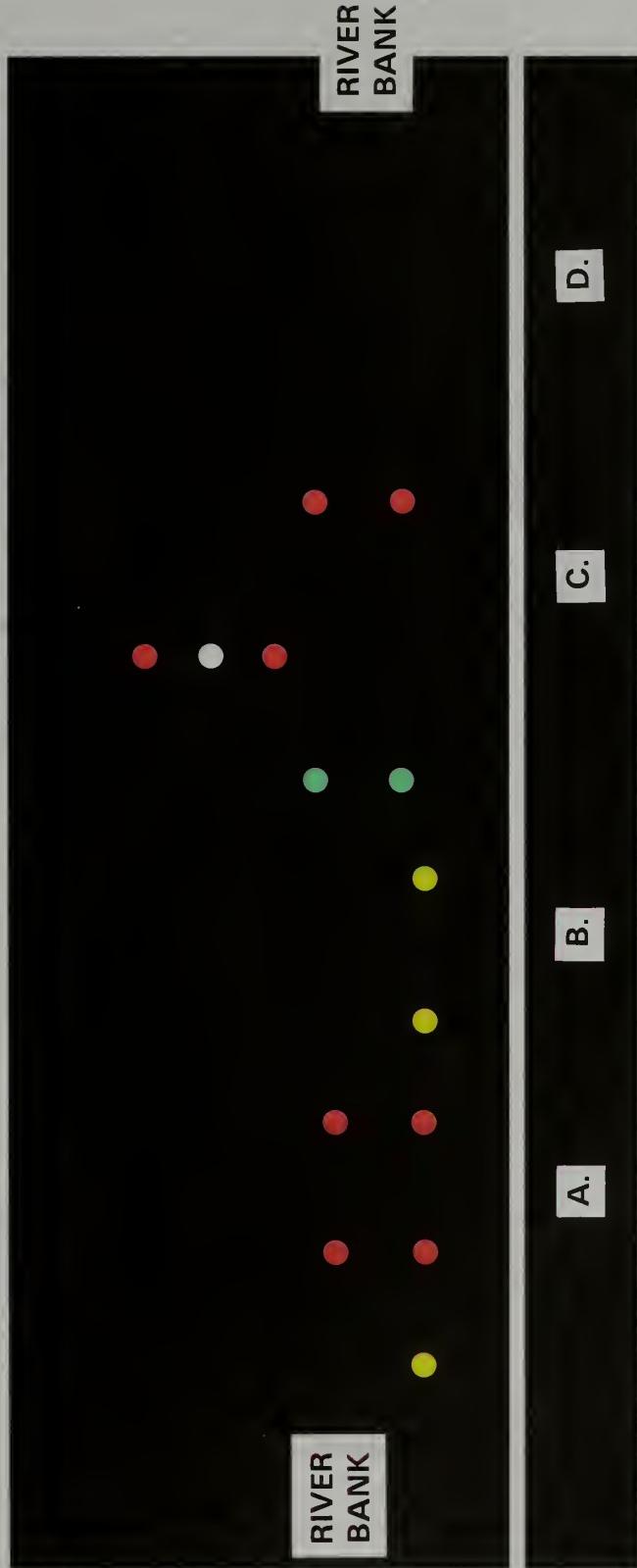


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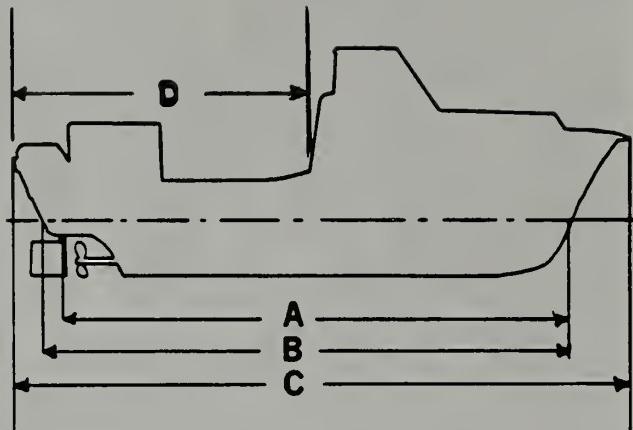


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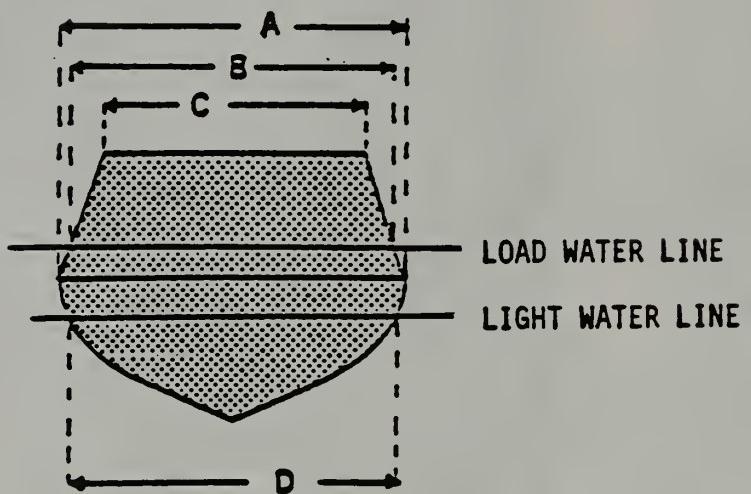
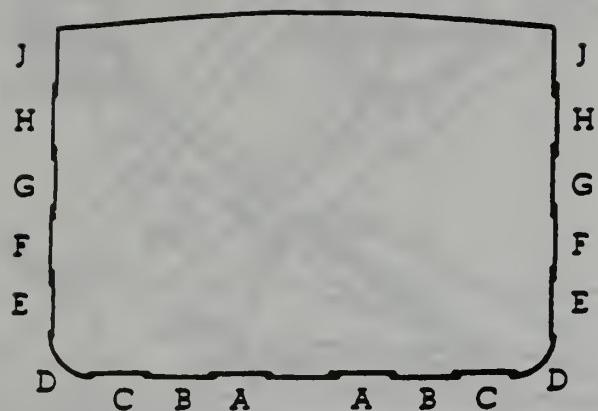


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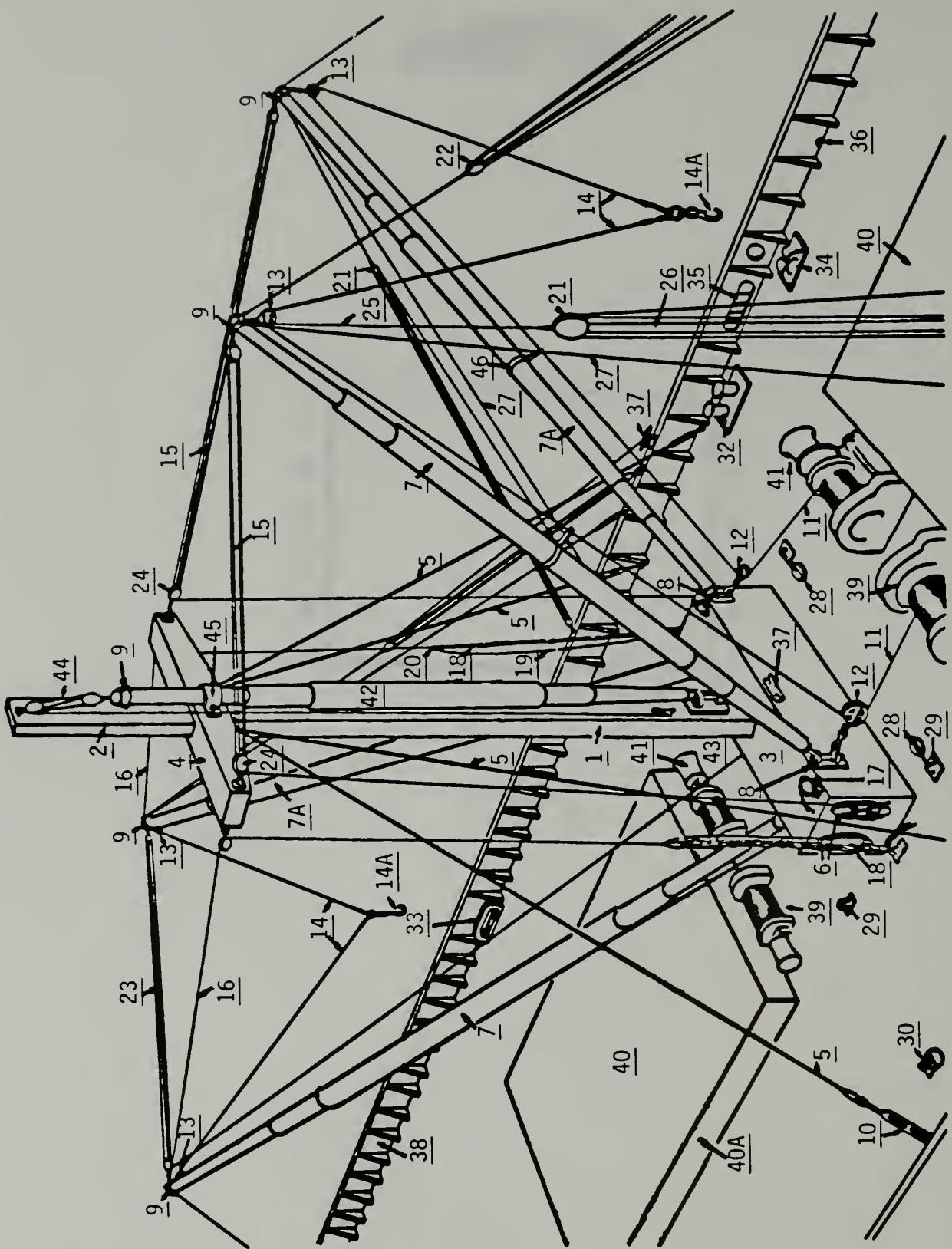
DECK GENERAL

CHAPTER 2
DECK GENERAL

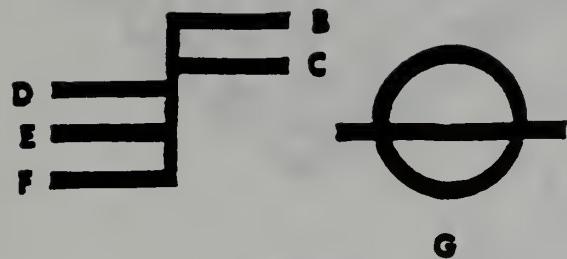


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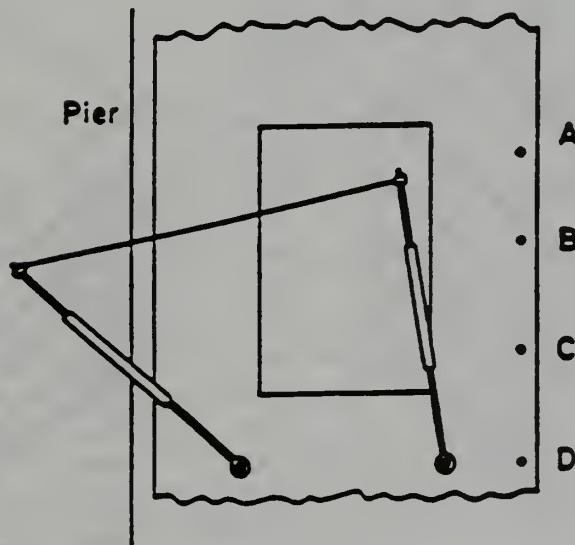
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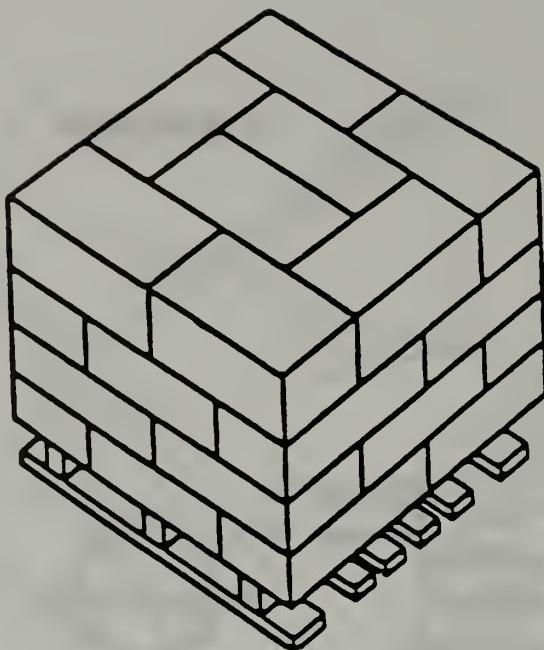
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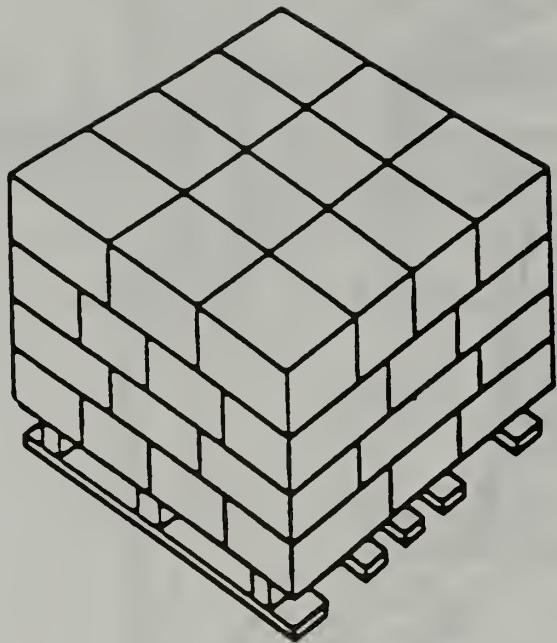
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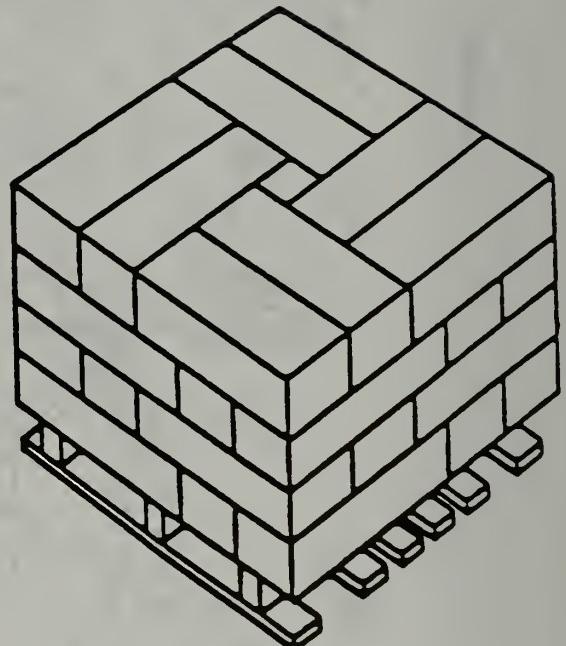
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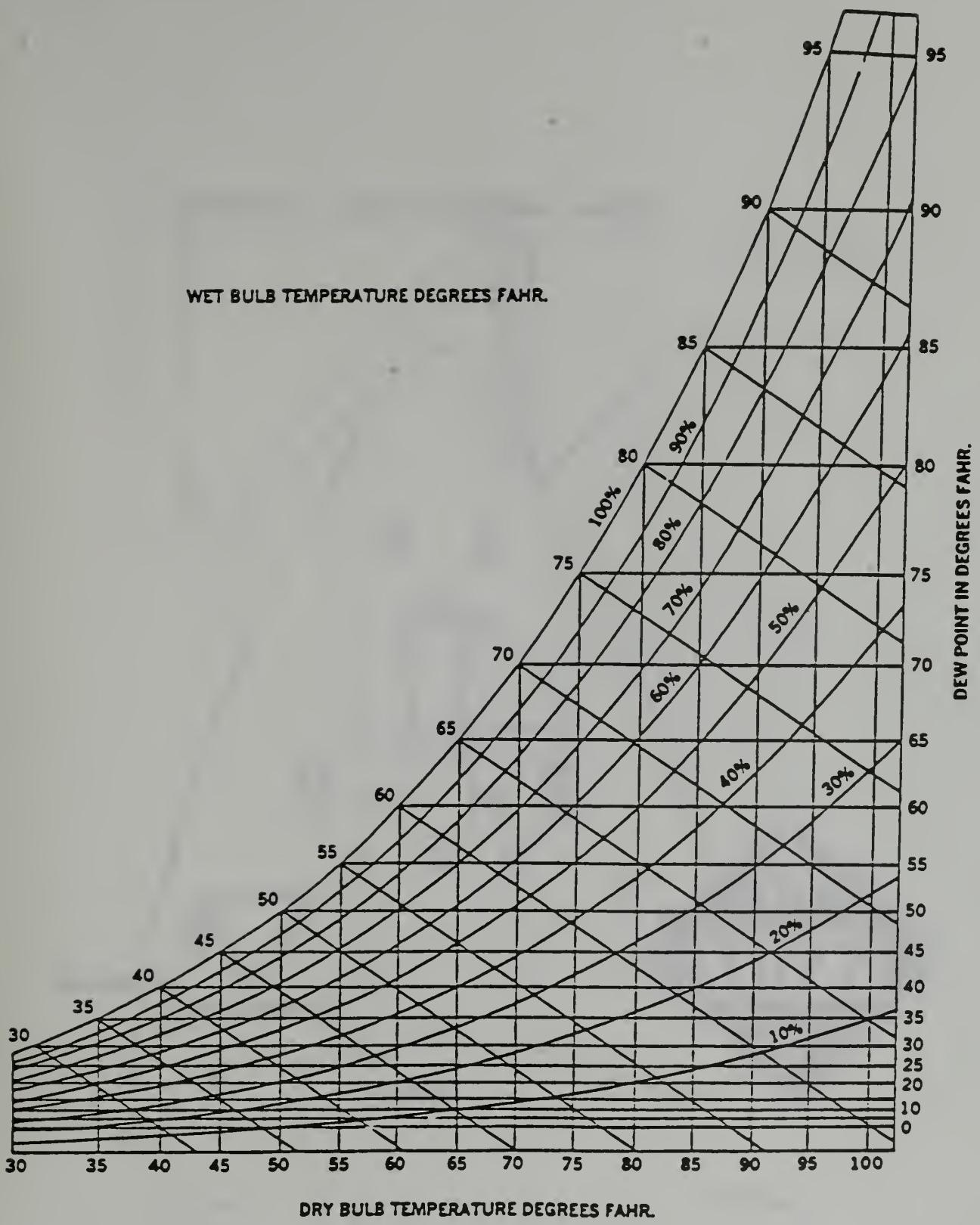
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D006DG

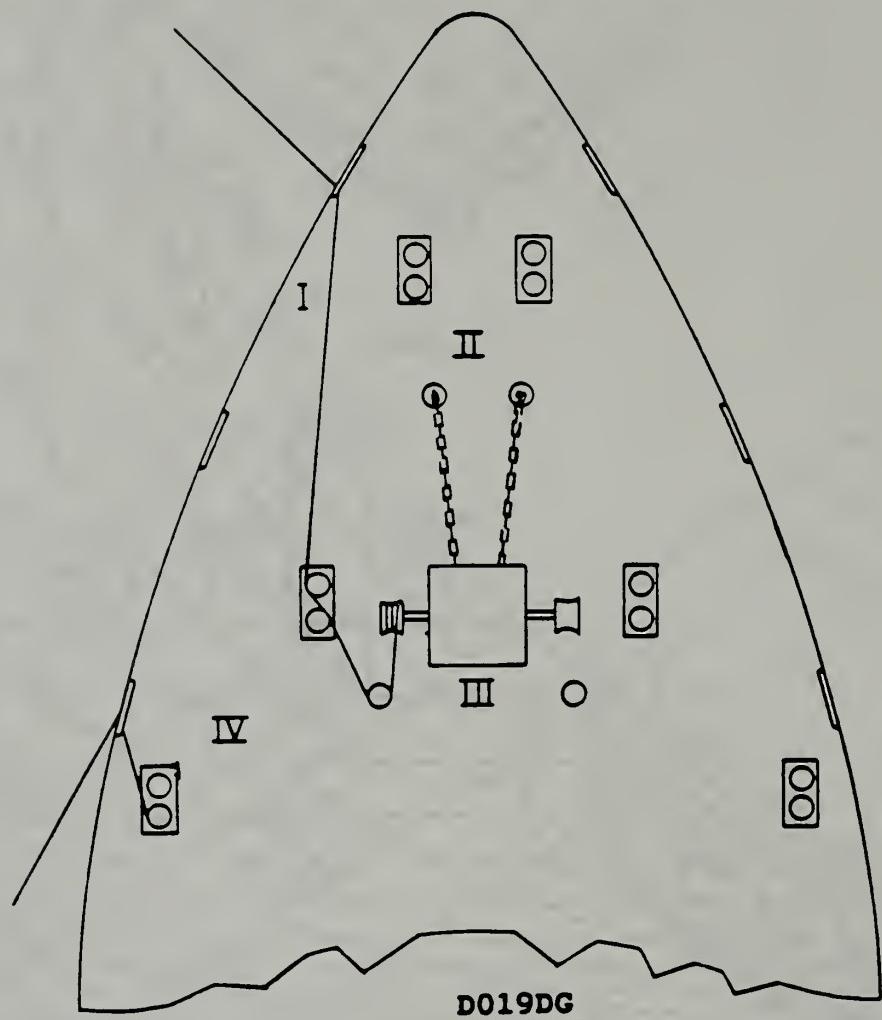


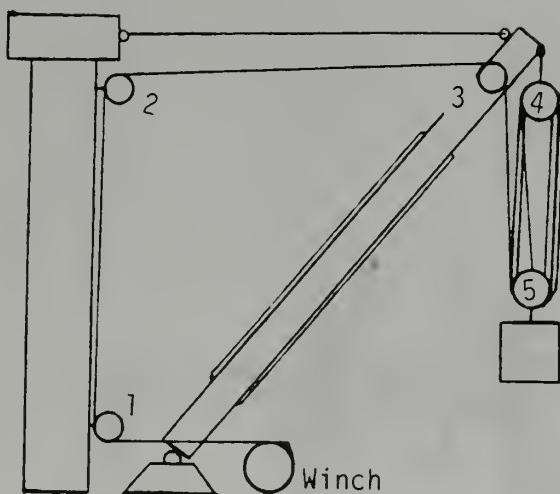
D007DG



D008DG

D009DG THROUGH D018DG: RESERVED





1, 2, 3 - Single sheave
fairlead blocks

4, 5 - Triple sheave
blocks

D020DG

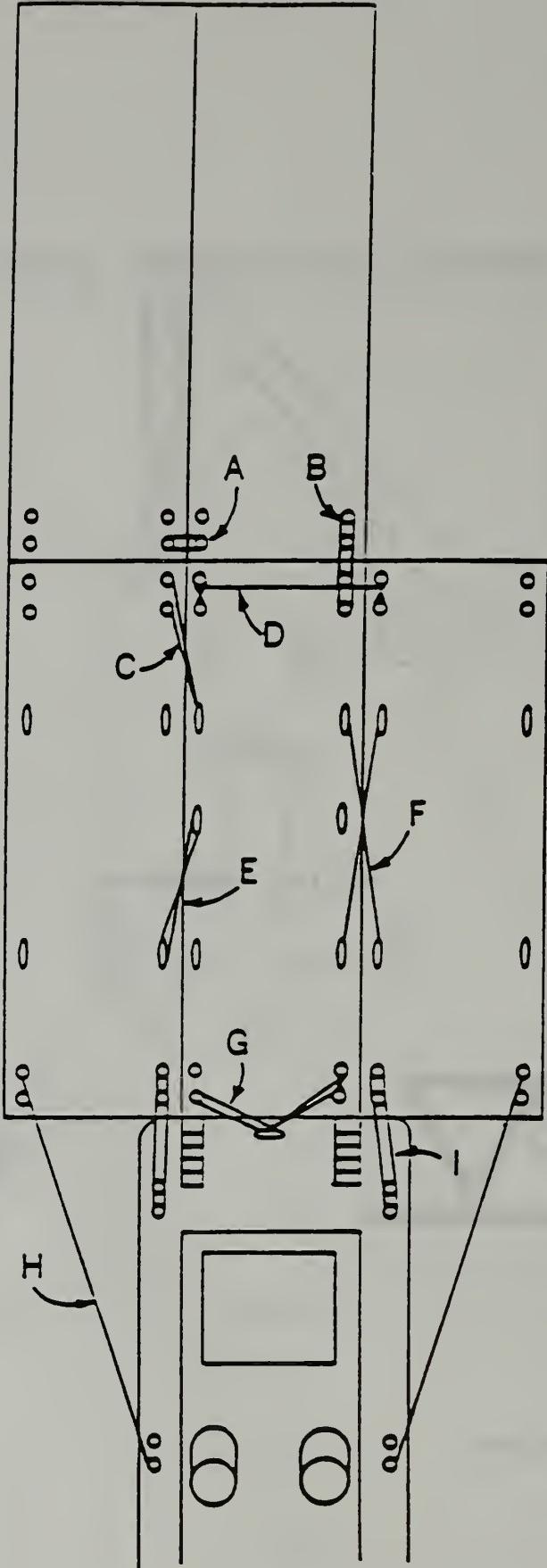
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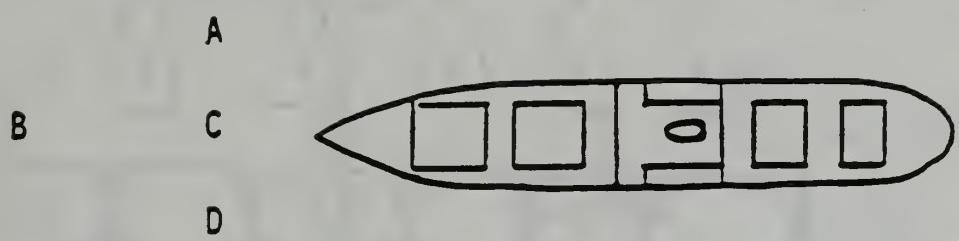
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D023DG



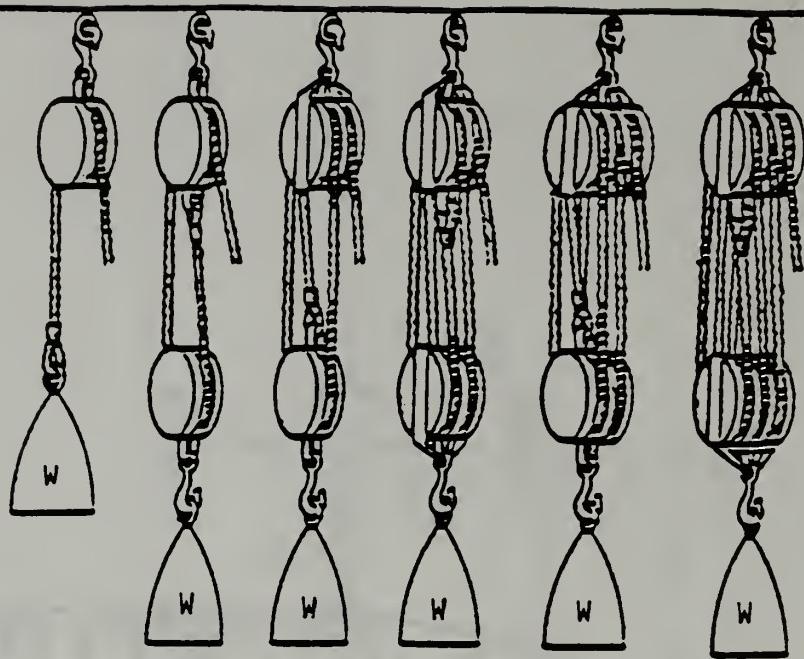
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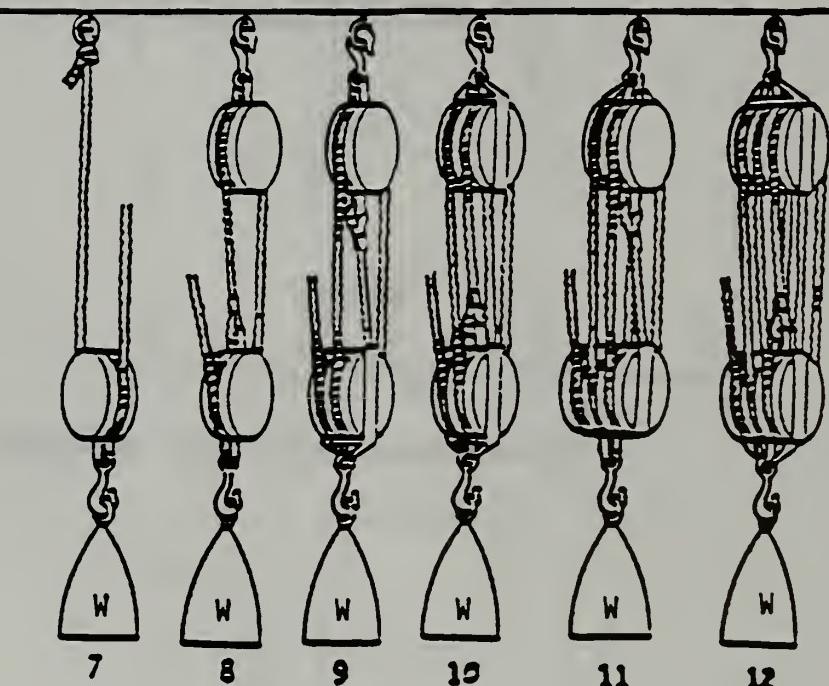
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D026DG THROUGH D028DG: RESERVED

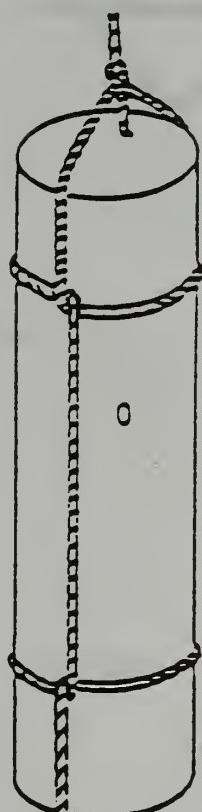
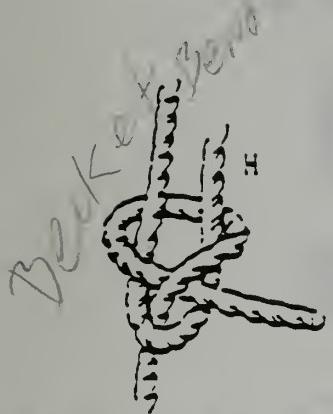
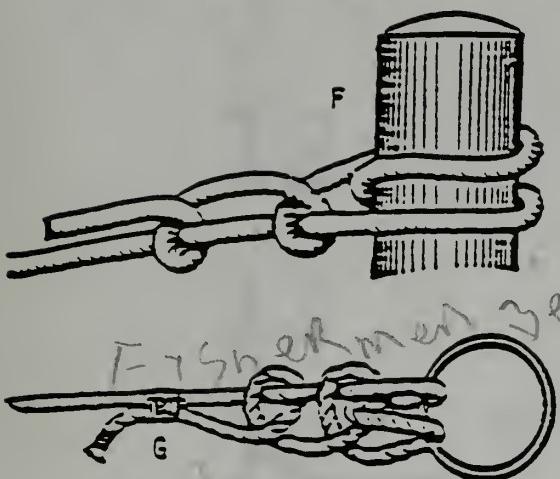
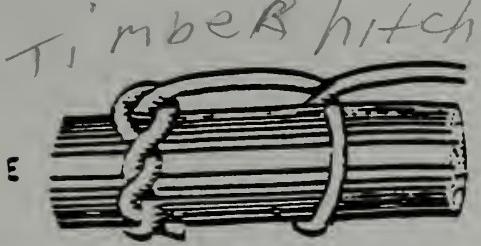
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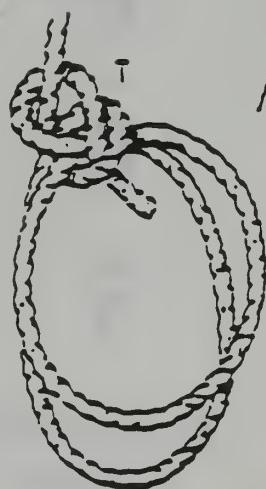
7 8 9 10 11 12



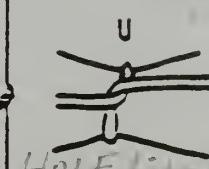
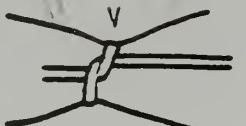
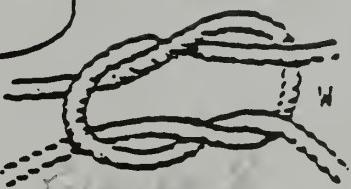
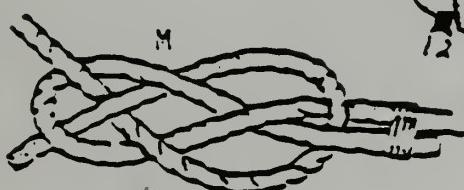
D029DG



Frank Bowline



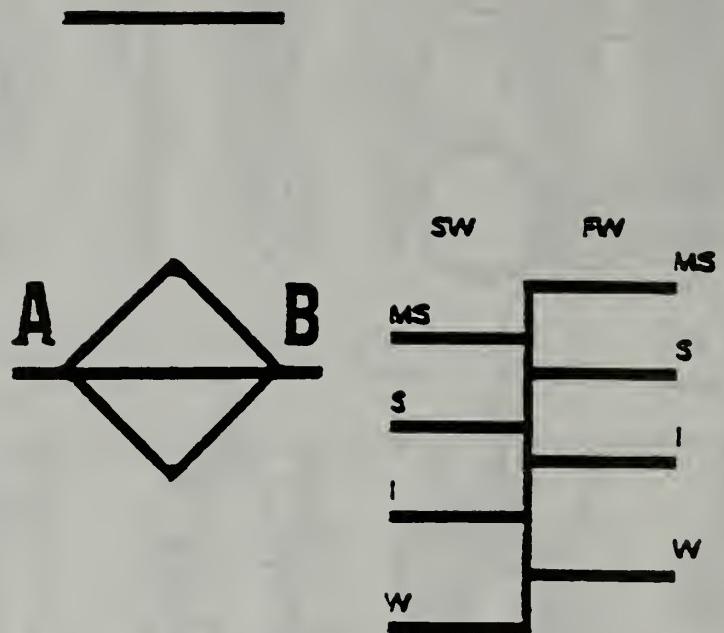
Plain whipping



D030DG

Carrick Bend

2-11 STAR OF INDIA



D031DG

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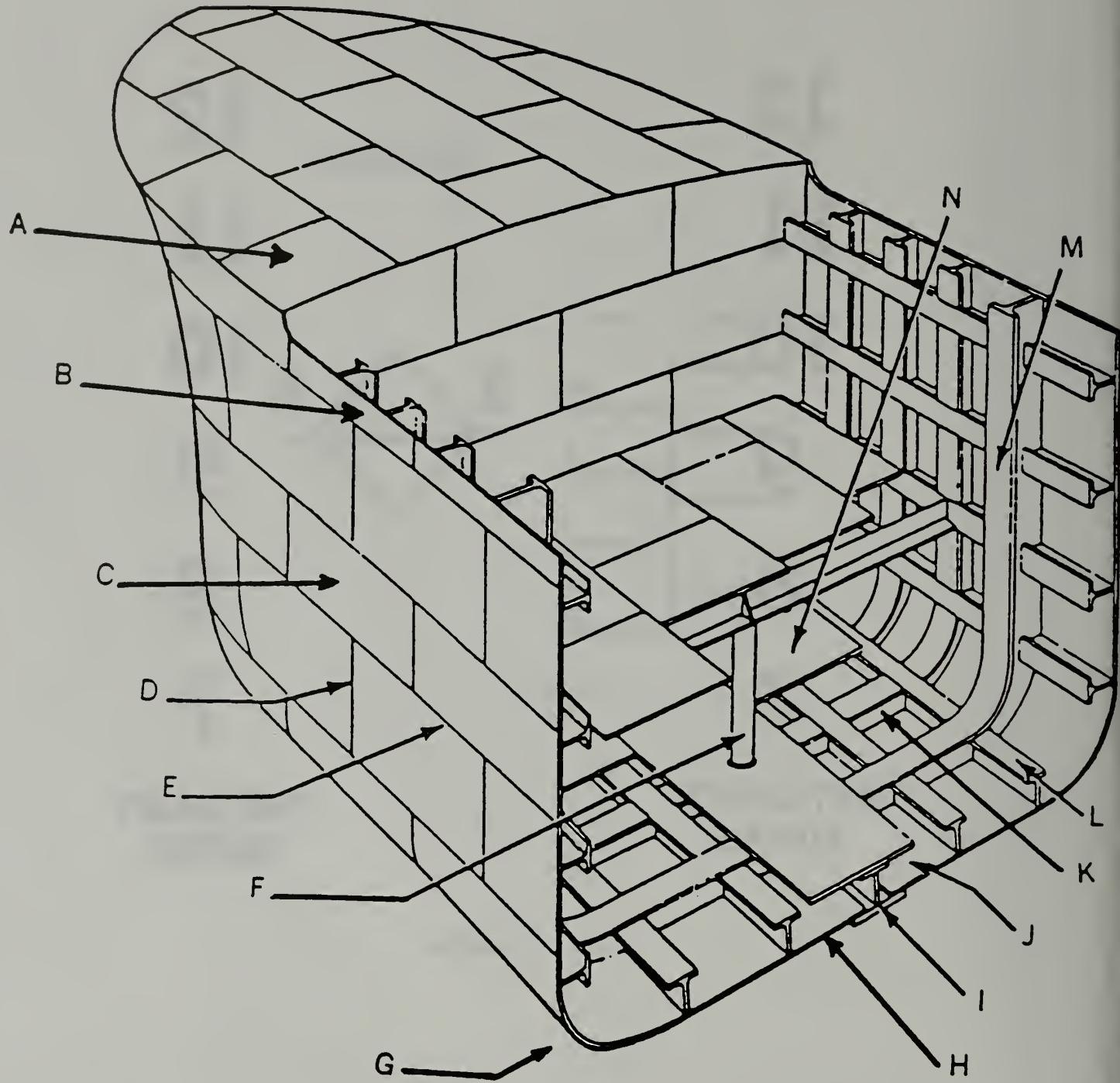
7

7

**AFT DRAFT
MARKS**

**FWD DRAFT
MARKS**

D032DG



D033DG

HEADING (TRUE)	BEARING (TRUE)	RANGE (YDS)	REMARKS
228°			INITIAL HEADING
228°	232°	2260	ON INITIAL COURSE
228°	234°	1700	RIGHT FULL RUDDER ORDERED
230°	236°	1490	
252°	235°	1275	
275°	231°	1000	
316°	214°	850	
352°	198°	975	
022°	194°	1210	
053°	197°	1430	
087°	202°	1600	
115°	209°	1690	
151°	217°	1700	
183°	225°	1600	
218°	232°	1350	RUDDER AMIDSHIPS
228°	235°	1125	STEADY ON 228°

D034DG

HEADING (TRUE)	BEARING (TRUE)	RANGE (YDS)	REMARKS
333°			INITIAL HEADING
333°	315°	2125	ON INITIAL COURSE
333°	310°	1650	LEFT FULL RUDDER ORDERED
327°	307°	1475	
310°	303°	1250	
278°	302°	1050	
268°	305°	900	
236°	318°	750	
196°	337°	800	
157°	344°	1100	
113°	340°	1350	
079°	332°	1525	
050°	324°	1575	
022°	318°	1550	
343°	308°	1400	RUDDER AMIDSHIPS
333°	302°	1175	STEADY ON 333°

D035DG

U.S Department
of Transportation



United States
Coast Guard

Commandant
United States Coast Guard

Washington, D C 20593-0001
Staff Symbol
Phone

16710
8 Apr 87

Master, M/V HUDSON, O.N. 666666

Subj: M/V HUDSON
Stability

Dear Sir:

A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V HUDSON at San Diego, California on 08 April 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V HUDSON, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:

1. a. The vessel shall only be loaded according to the instructions on the attached LOADING DIAGRAM bearing U.S. Coast Guard approval stamp dated 8 April 1986.
- b. Drilling fluids may be carried. The maximum specific gravity of the fluids shall not exceed 2.60.
- c. The vessel may engage in towing operations when loaded in accordance with the attached LOADING DIAGRAM.
2. The height above the main deck of the center of gravity of the deck cargo shall not exceed the value shown on the LOADING DIAGRAM (3.0 feet). Such cargo must be positively secured against shifting prior to leaving protected waters.
3. Permanent ballast, in the form of 64.4 long tons of high density fluids (sg. = 2.87), is to be maintained in the after peak tank. No permanent ballast shall be added, removed, altered and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
4. The maximum summer load line draft is 13 feet 8 3/8 inches. Trim shall be minimized and shall always result in a freeboard of at least 22 inches at the stern.
5. No more than one centerline or P/S pair of the following tanks may be partially filled at any one time: fuel oil, lube oil, potable water, ballast/cargo water, fuel oil day tanks, drilling fluid. Cross-connections between all port and starboard tank pairs shall be kept closed at all times when underway.

D036DG

6. Main deck hatches and weather doors to the forecastle and machinery spaces shall be kept closed and fully secured at all times when underway, except when actually used for transit under safe conditions.

7. Main deck freeing ports shall be maintained operable and completely unobstructed at all times.

8. Bilges shall be kept pumped to minimum content at all times.

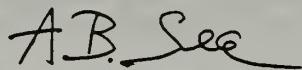
9. Suitable tables or curves for determining the capacities of full or partially full tanks shall be maintained aboard the vessel.

10. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

This stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages and the diagram are visible. It supersedes any stability information previously furnished the vessel.

Sincerely,

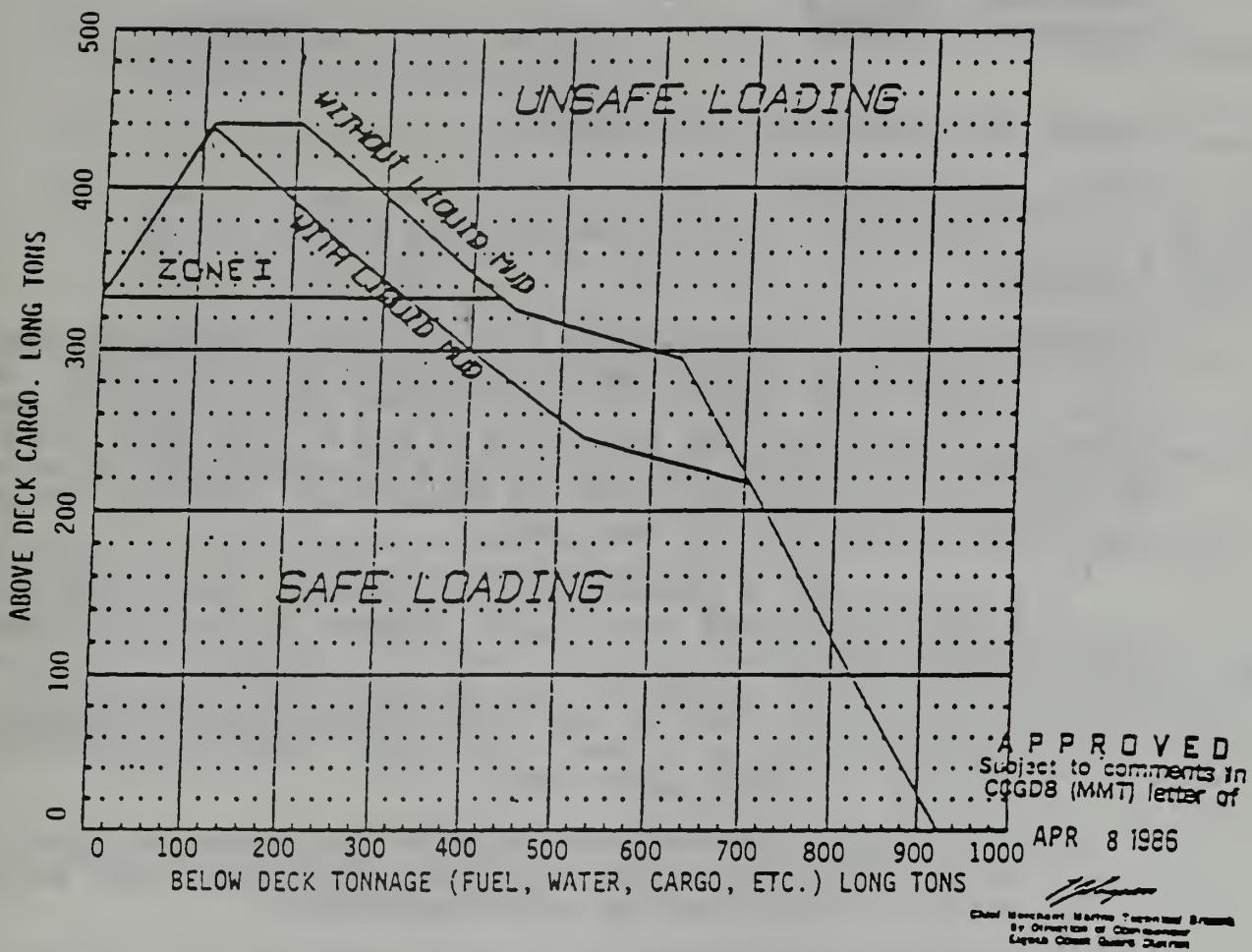


A. B. SEA
Lieutenant Commander
U.S. Coast Guard

Attachment: LOADING DIAGRAM for the subject vessel bearing U.S. Coast Guard approval stamp dated 8 April 1987

SEE NEXT PAGE FOR ATTACHMENT

D036DG
Cont.



USCG STABILITY LOADING INSTRUCTIONS

1. DRAW A VERTICAL LINE UP FROM 'BELOW DK' LOAD. DRAW HORIZONTAL LINE ACROSS FROM 'ABOVE DK' LOAD. IF THEY MEET BELOW THE CURVE THEN THE LOADING IS OK. IF THEY MEET ABOVE THE CURVE THEN YOU MUST CHANGE THE LOADING.
2. MAX. DECK CARGO VCG 3.00 FT ABOVE DECK.
3. WHEN OPERATING IN ZONE 1 (I.E. MORE THAN 334 LONG TONS OF DECK CARGO) THE FOREPEAK BALLAST TANK SHALL BE PRESSED FULL.

DD36DG
Cont.

U.S. Department
of Transportation

United States
Coast Guard



Commandant
United States Coast Guard

Washington, D C 20593-0001
Staff Symbol
Phone.

16710
13 May 87

Master, M/V SURVEYOR, O.N. 678678

Subj: M/V SURVEYOR
Stability

Dear Sir:

A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V SURVEYOR at New Orleans, Louisiana, on 7 May 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V SURVEYOR, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:

1. A maximum of 78 persons may be carried. In no case shall the number of persons exceed that allowed on the Certificate of Inspection.
2. The drafts as read on the draft marks shall not exceed 6 feet 3 inches forward or 7 feet 1 inch aft. Trim should be minimized. A loadline is not authorized.
3. The height above the main deck of the center of gravity of deck cargo shall not exceed 2.0 feet. Such cargo must be positively secured before leaving protected waters.
4. A maximum of 50 long tons of deck cargo may be carried when no other below deck ballast or cargo is carried. When rig water is carried, a maximum of 35 long tons of deck cargo may be carried, and no other below deck cargo or ballast is permitted.
5. No permanent ballast or other such weights shall be added, removed, altered, and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
6. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
7. The watertight door in the bulkhead at frame 18 shall be closed and properly dogged at all times when underway except when actually used for transit under safe conditions.

D037DG

8. Cross-connections between all tank sets shall be kept closed at all times when underway.
9. Bilges shall be kept pumped to minimum content at all times.
10. Jet fuel may be carried on deck in eight DOT tanks. The total weight of the fuel and tanks shall not exceed 23.16 long tons and the vertical center of gravity shall not exceed 3 feet 6 inches above the deck. Such tanks must be positively secured against shifting in a seaway prior to leaving protected waters. Neither passengers nor other deck cargo shall be carried when such tanks are aboard the vessel.
11. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

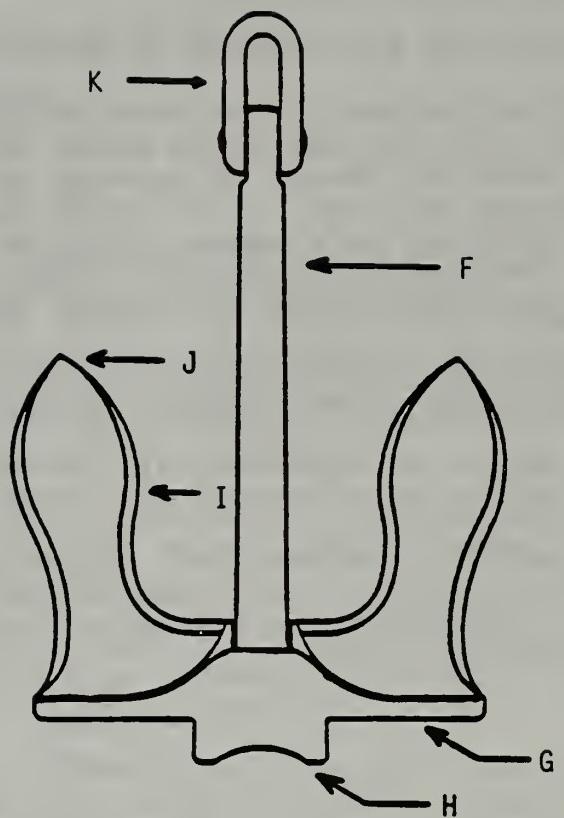
This temporary stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages are visible. It supersedes any stability information previously furnished the vessel.

Sincerely,



W. T. DOOR
Lieutenant Commander
U.S. Coast Guard

D037DG
Cont.

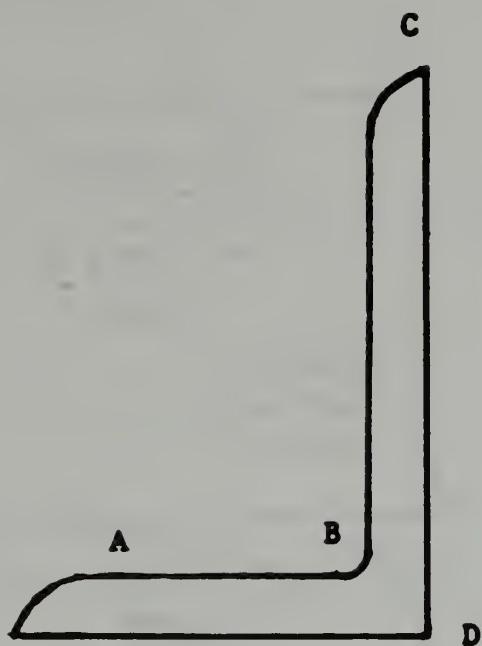


D038DG



4HW/Y136/S/83
NL/VL826

D039DG



D040DG

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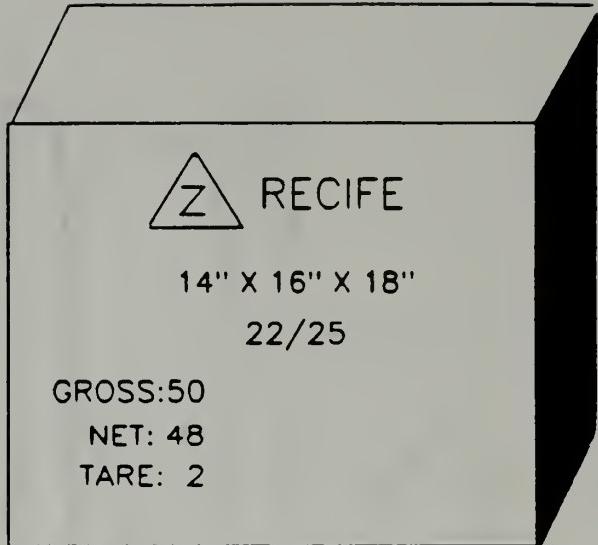
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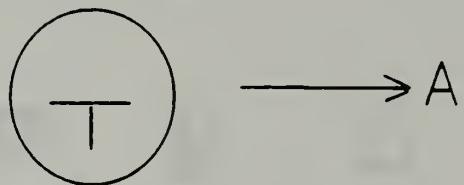
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D041DG



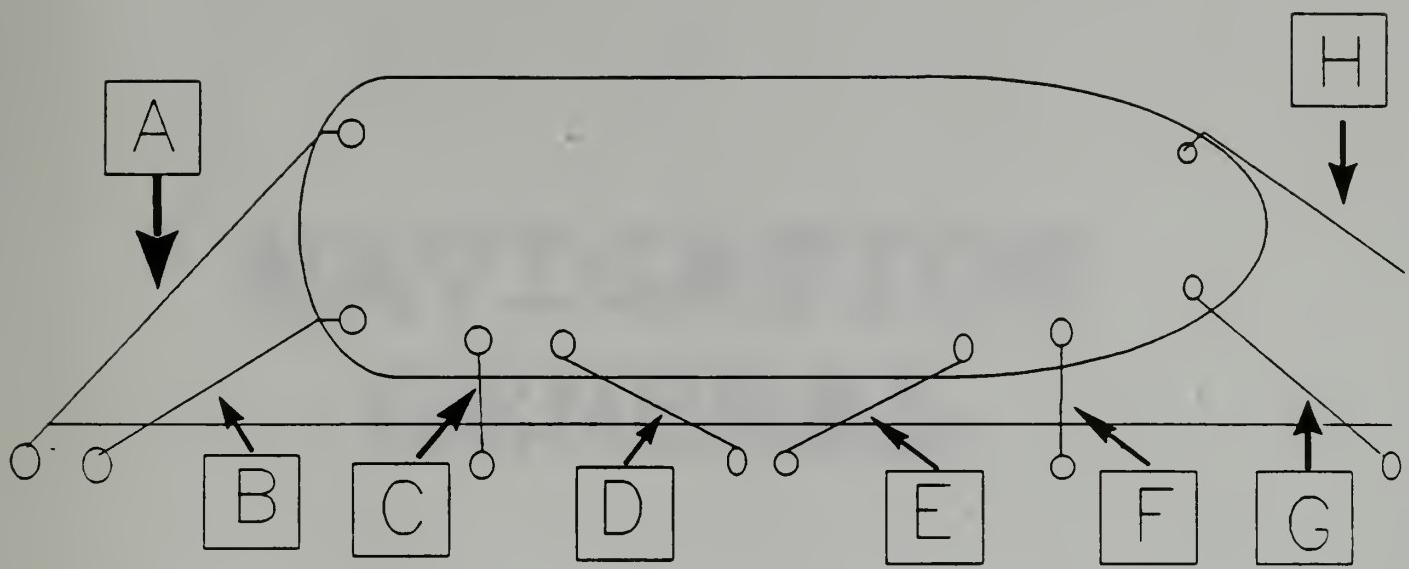
D042DG



YOKOHAMA → B

201/300 → C

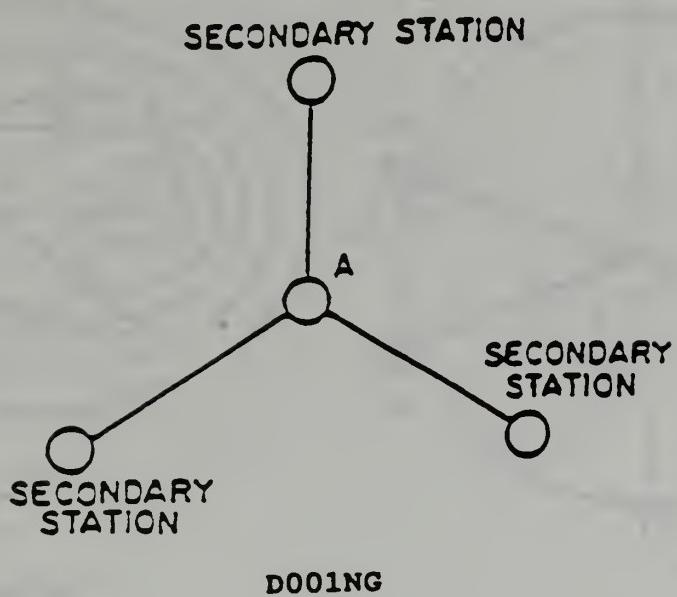
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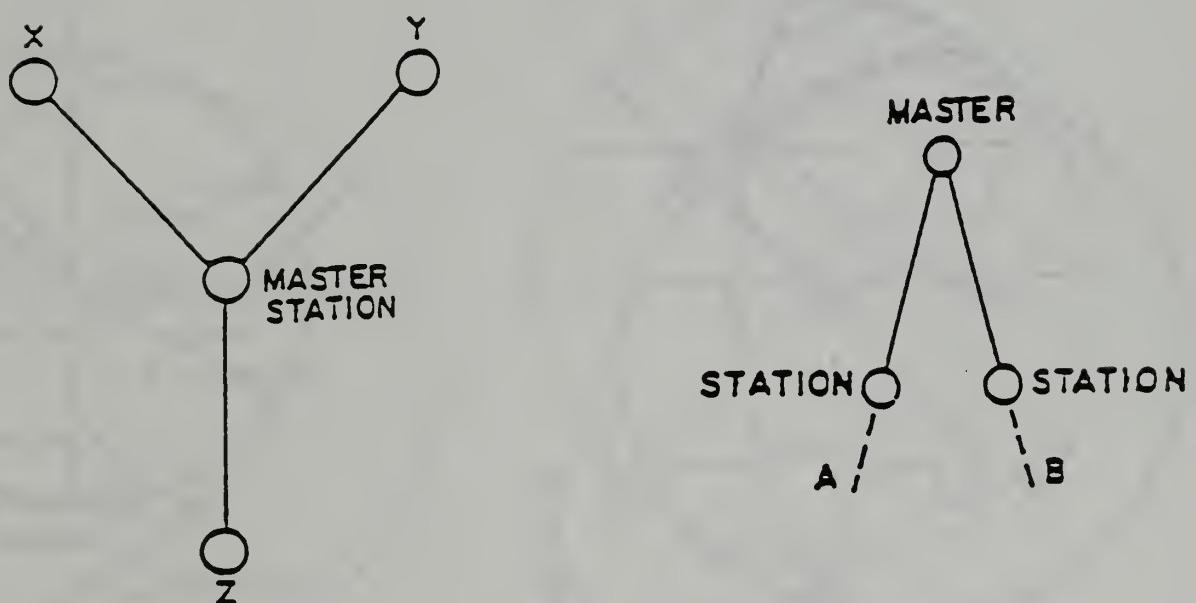
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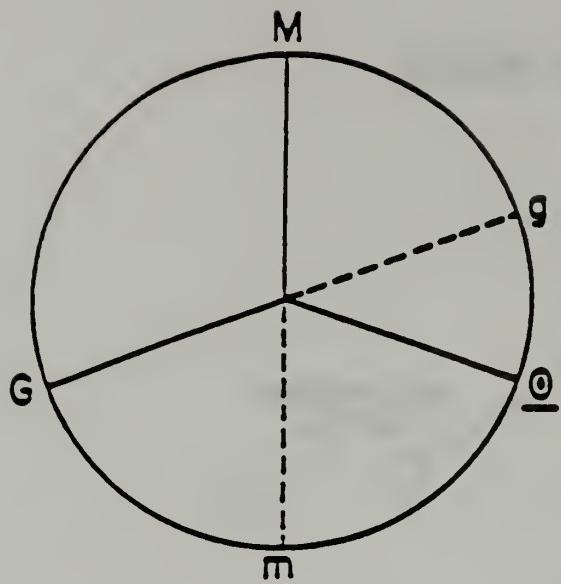
NAVIGATION GENERAL

CHAPTER 3
NAVIGATION GENERAL

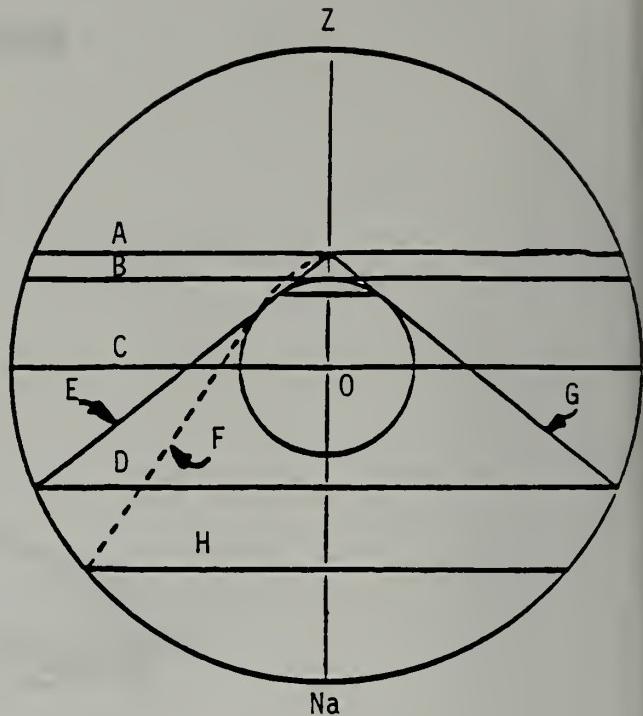


D002NG: RESERVED

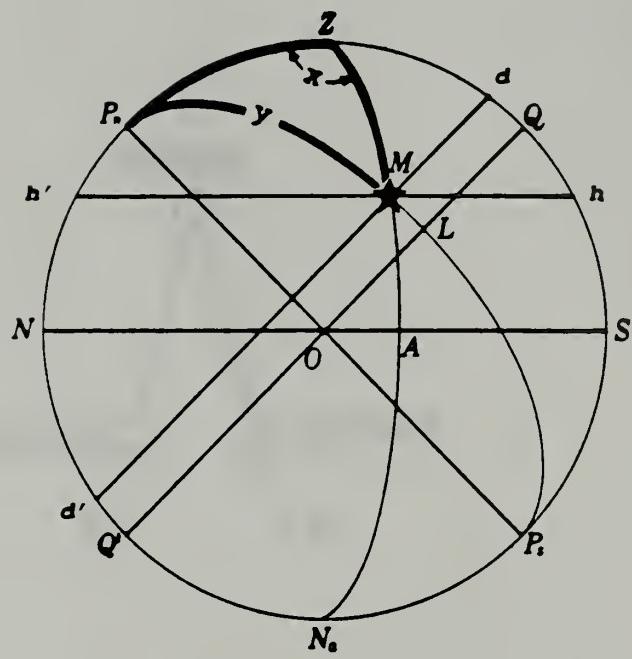




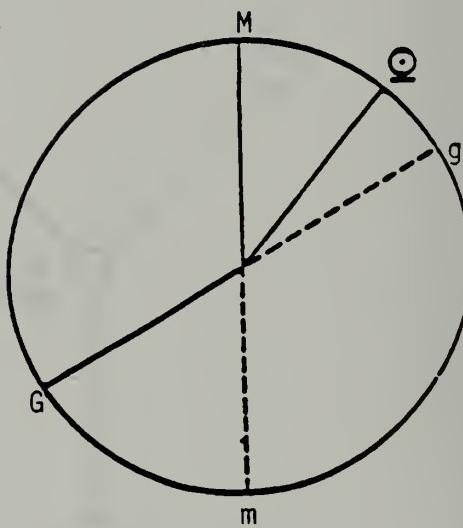
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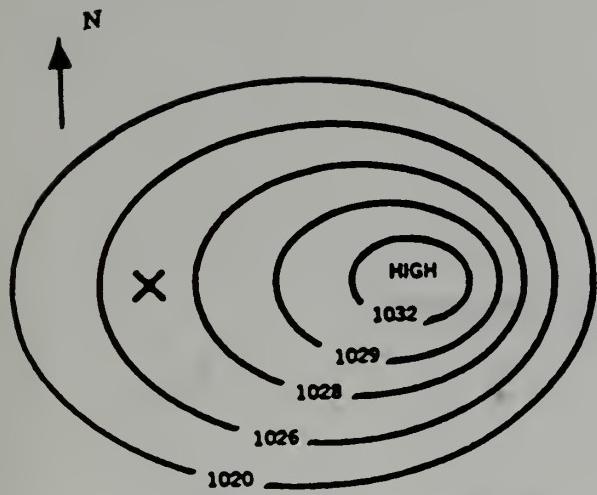
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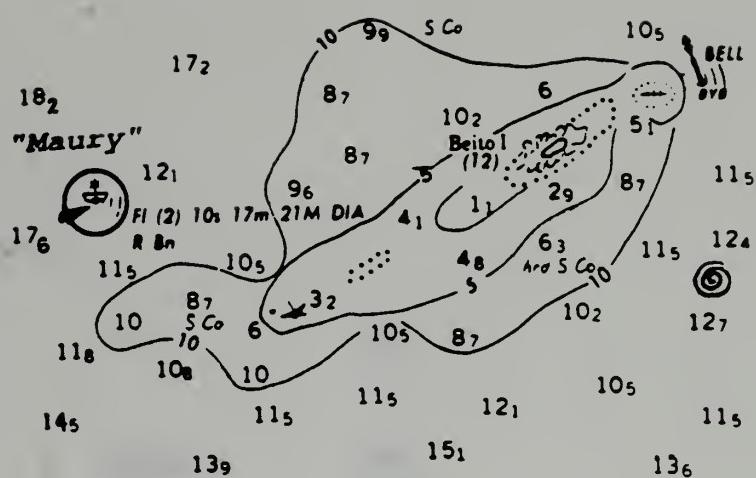
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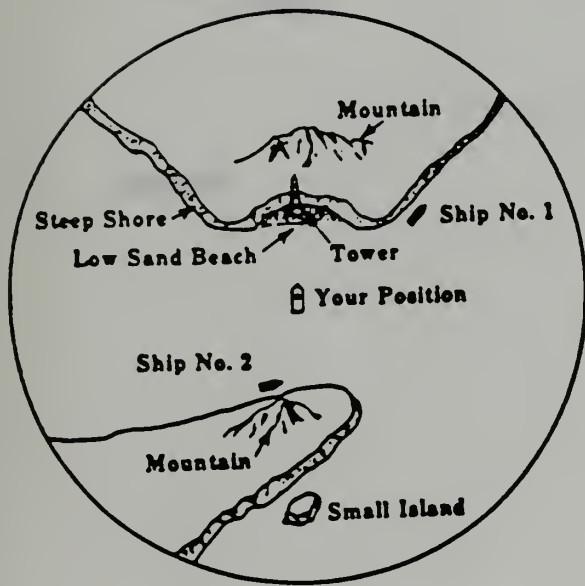
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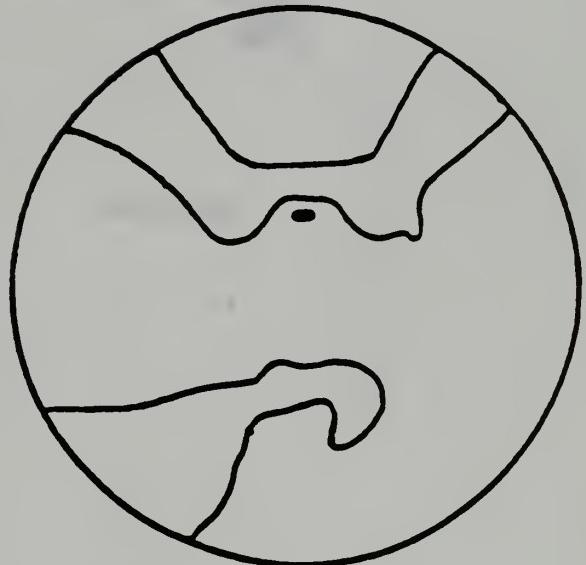
D009NG



D010NG

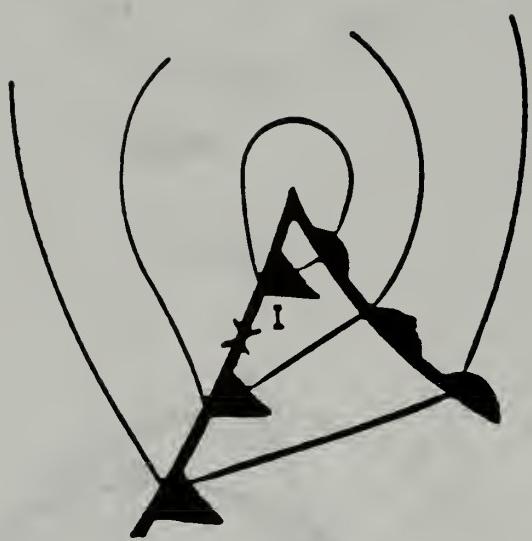


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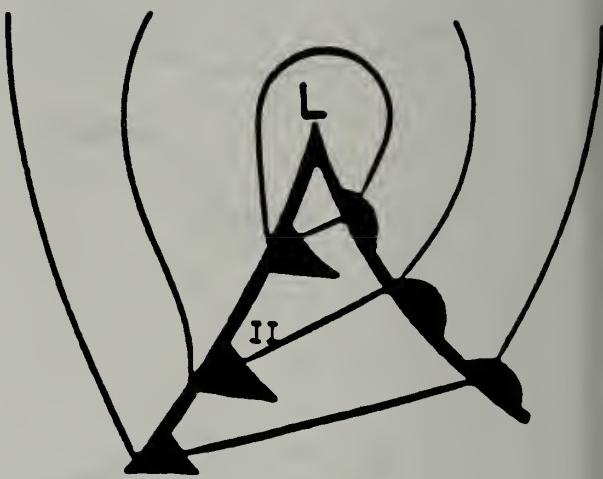


D011NG

D012NG: RESERVED



D013NG



D014NG

A



B



C

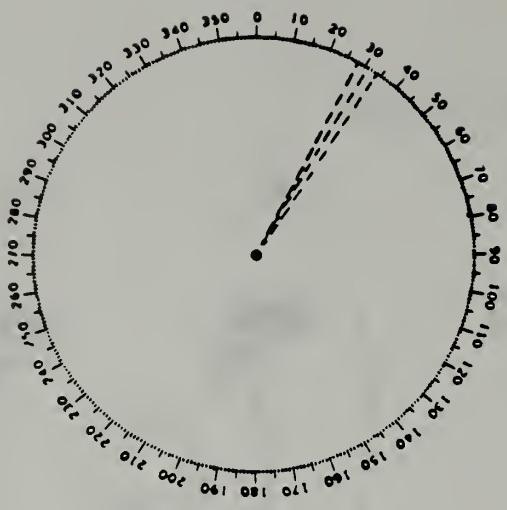


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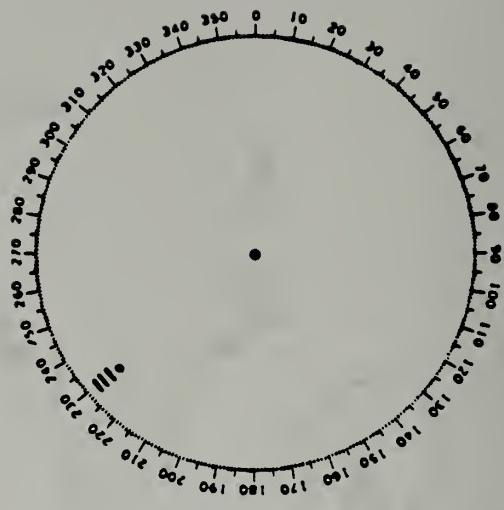


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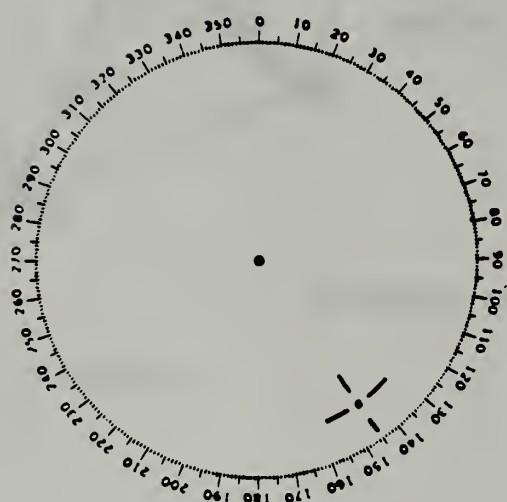
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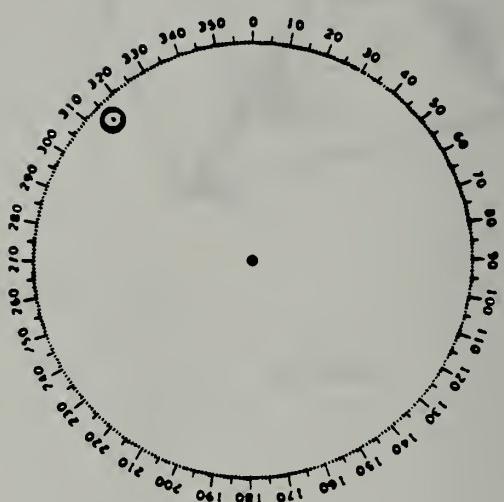
A



B

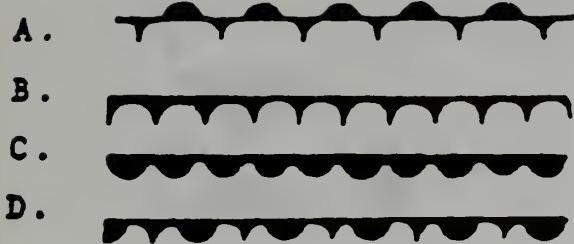


C



D

D017NG



A. FL (2)

B. Occ

C. L FL 10s

D. Morse "A"

D018NG

D019NG



D020NG

D021NG

A



B



C



D



D022NG

A



B



C



D



D023NG



D024NG



D025NG



D026NG



D027NG

Q (3) 10s

D028NG

D029NG: RESERVED



D030NG



A

B

C

D

D031NG

A. ♀ S

B. ♀_{BW}

C. ♀_{RW}

D. ♀_{RW}



RW
"A"

D032NG

D033NG

A.



C.



B.



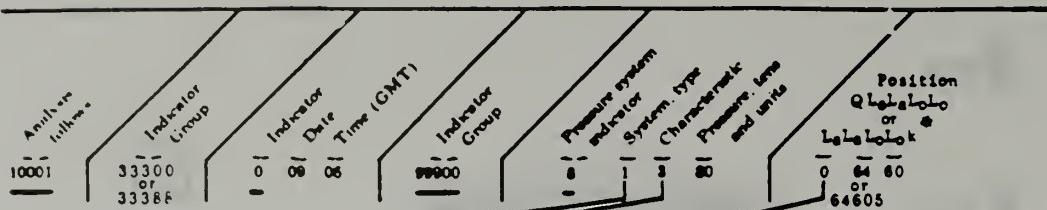
D.



D034NG

DECODE FOR SURFACE ANALYSIS MESSAGES RECEIVED IN THE ABBREVIATED

INTERNATIONAL ANALYSIS CODE, IAC FLEET, PM 46



P - Pressure
t - type

P_C - Pressure characteristics

Q - Octant of globe

0 Complex low	0 No specification	0 0° - 90°W
1 Low	1 LOW filling or HIGH	1 90°W - 180°
2 Secondary	2 Weakening	2 180° - 90°E
3 Trough	2 Little change	3 90°E - 0°
4 Wave	3 LOW deepening or	5 0° - 90°W
5 High	3 HIGH intensifying	6 90°W - 180°
6 Area of uniform pressure	4 Complex	7 180° - 90°E
7 Ridge	5 Forming or existance suspected	8 90°E - 0°
8 Col	6 Filling or weakening but not disappearing	
9 Tropical storm	7 General rise	
	8 General fall	
	9 Position doubtful	

Northern Hemisphere

Southern Hemisphere

k - Indicator used to specify half-degrees

0 Take Lelalolok as sent	east long. (0° - 99°)
1 Add $\frac{1}{2}$ degree to Lelalolok	or
2 Add $\frac{1}{2}$ degree to Lelalolok	west long. (100° - 180°)
3 Add $\frac{1}{2}$ degree to Lelalolok & Lelalolok	
4 See note below	
5 Take Lelalolok as sent	west long. (0° - 99°)
6 Add $\frac{1}{2}$ degree to Lelalolok	or
7 Add $\frac{1}{2}$ degree to Lelalolok	east long. (100° - 180°)
8 Add $\frac{1}{2}$ degree to Lelalolok & Lelalolok	
9 See note below	

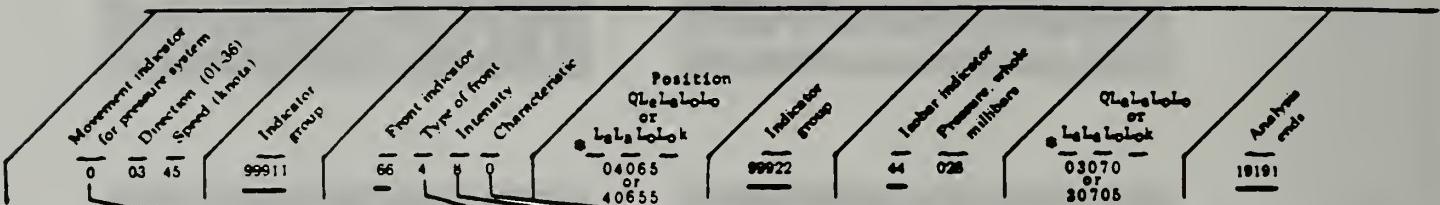
Note: When k = 4 or 9, the values of L_aL_a and L_oL_o are accurate to the nearest whole degree only; for all other values of k, the accuracy is to the nearest $\frac{1}{2}$ degree.

Indicator Groups

- 33300 Positions in form Lelalolok, in northern hemisphere (L_aL_a = latitude; L_oL_o = longitude; k is used to specify the half-degrees, if any, to be added to L_aL_a or L_oL_o)
- 33388 Positions in form QLelalolo (Q = Octant of the globe)
- 99900 Pressure systems follow
- 99911 Frontal systems follow
- 99922 Isober section follows

Indicator Figures

- 0 - Indicator for date and time group
- 6 - Indicator for pressure system group
- 44 - Indicator for isobar group
- 66 - Indicator for frontal system group



M - Movement indicator

- 0 No specification
- 1 Stationary
- 2 Little change
- 3 Becoming stationary
- 4 Retarding
- 5 Curving to left
- 6 Recurring
- 7 Accelerating
- 8 Curving to right
- 9 Expected to recurve

F_t - Frontal type

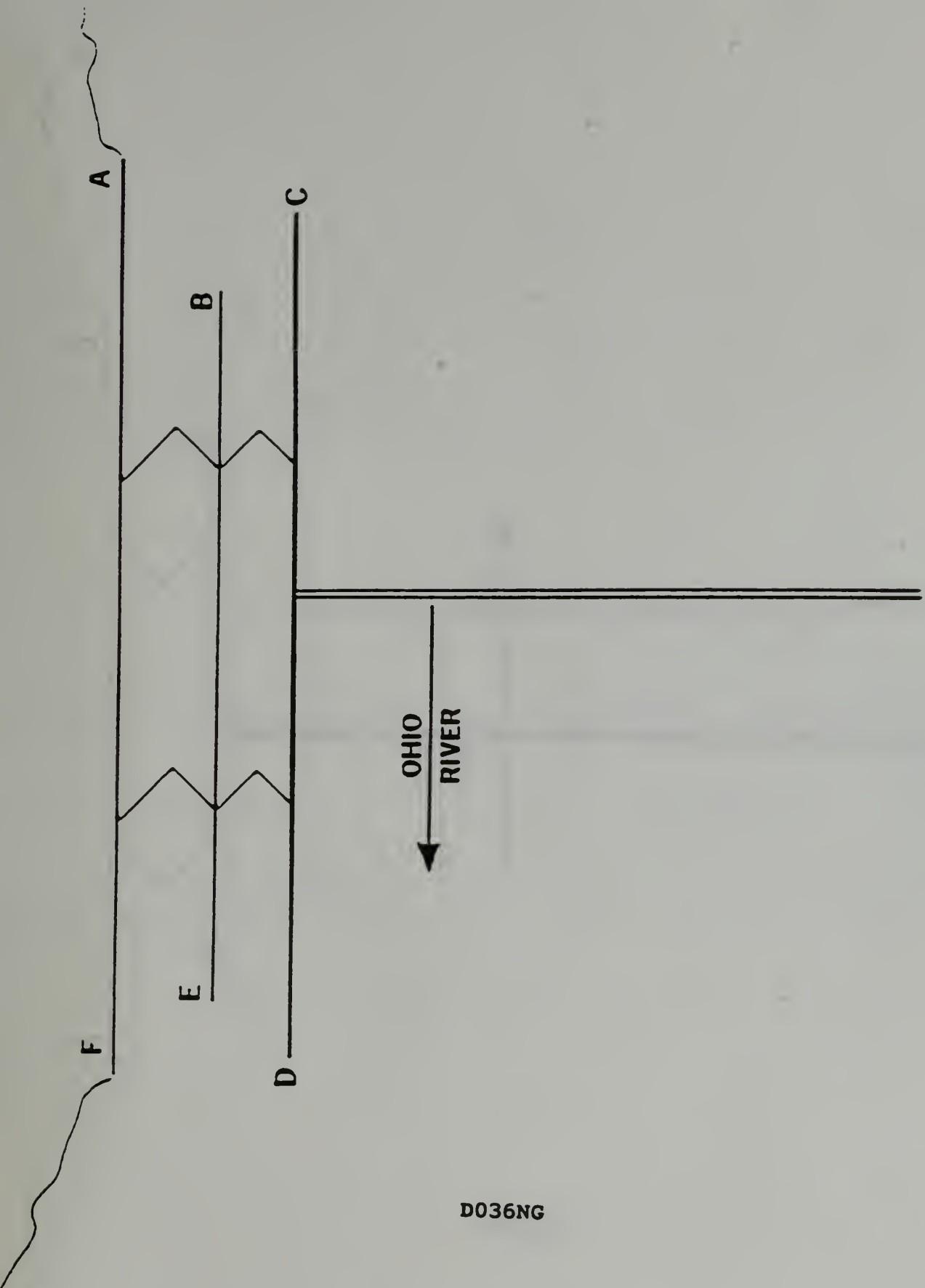
- 0 Quasi-stationary front at surface
- 1 Quasi-stationary front above the surface
- 2 Warm front at the surface
- 3 Warm front above the surface
- 4 Cold front at the surface
- 5 Cold front above the surface
- 6 Occlusion
- 7 Instability line
- 8 Intertropical front
- 9 Convergence line

F_i - Frontal intensity

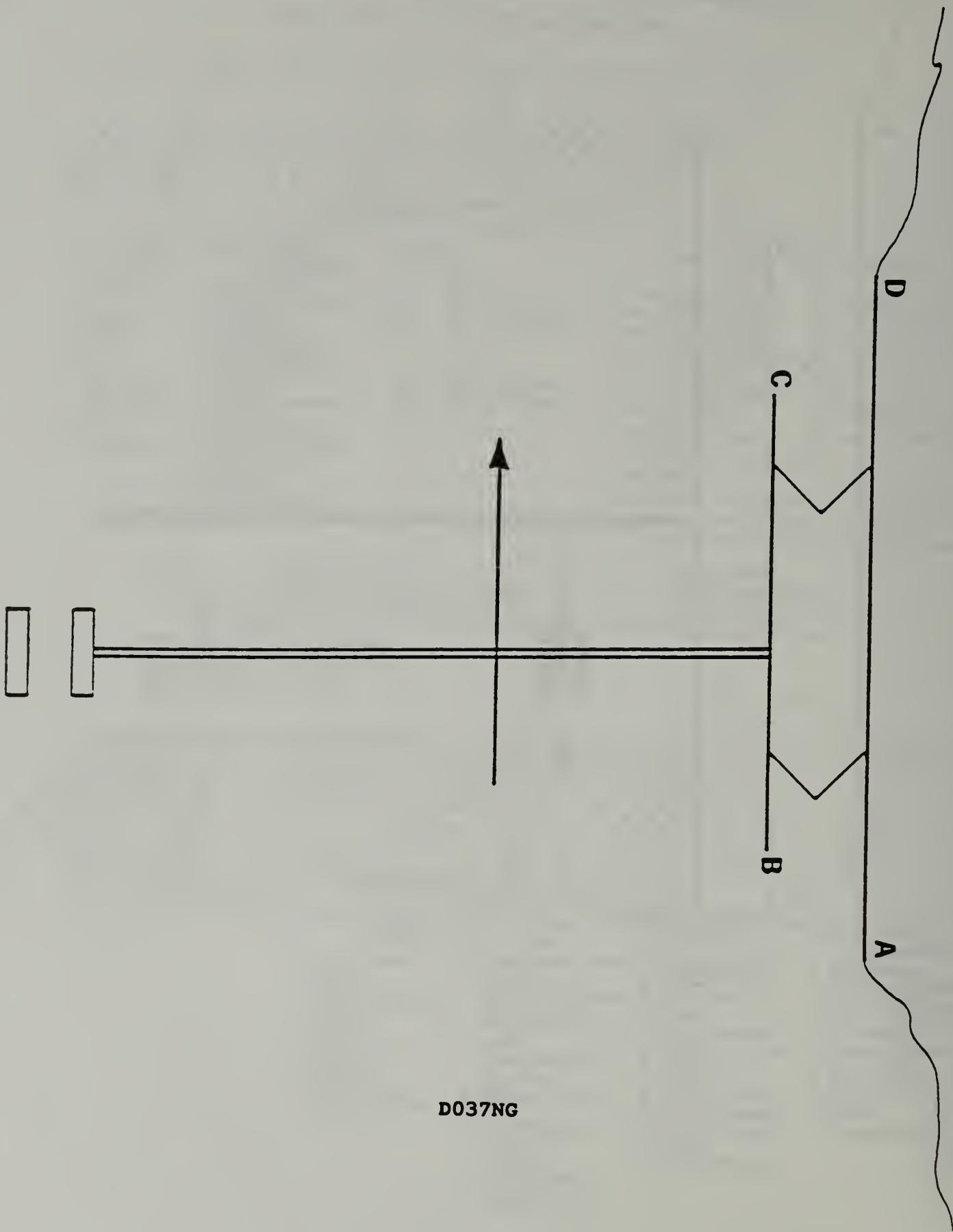
- 0 No specification
- 1 Weak, decreasing
- 2 Weak, little or no change
- 3 Weak, increasing
- 4 Moderate, decreasing
- 5 Moderate, little or no change
- 6 Moderate, increasing
- 7 Strong, decreasing
- 8 Strong, little or no change
- 9 Strong, increasing

F_C - Frontal characteristics

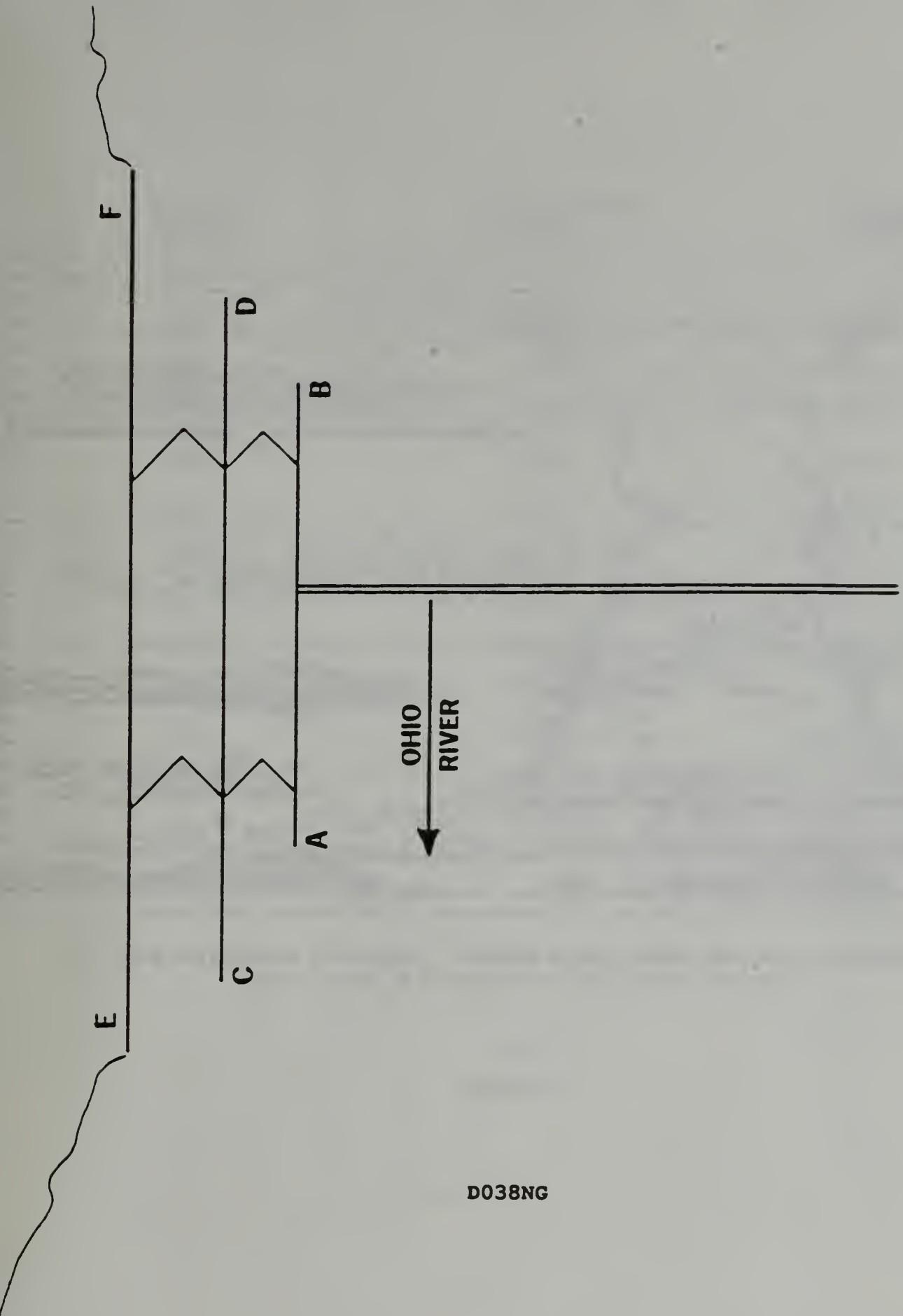
- 0 No specification
- 1 Frontal -decreasing
- 2 activity -little change
- 3 area -increasing
- 4 Intertropical
- 5 Forming or existance suspected
- 6 Quasi-stationary
- 7 With waves
- 8 Diffuse
- 9 Position doubtful



D036NG



D037NG



D038NG

ALTITUDE IN FEET

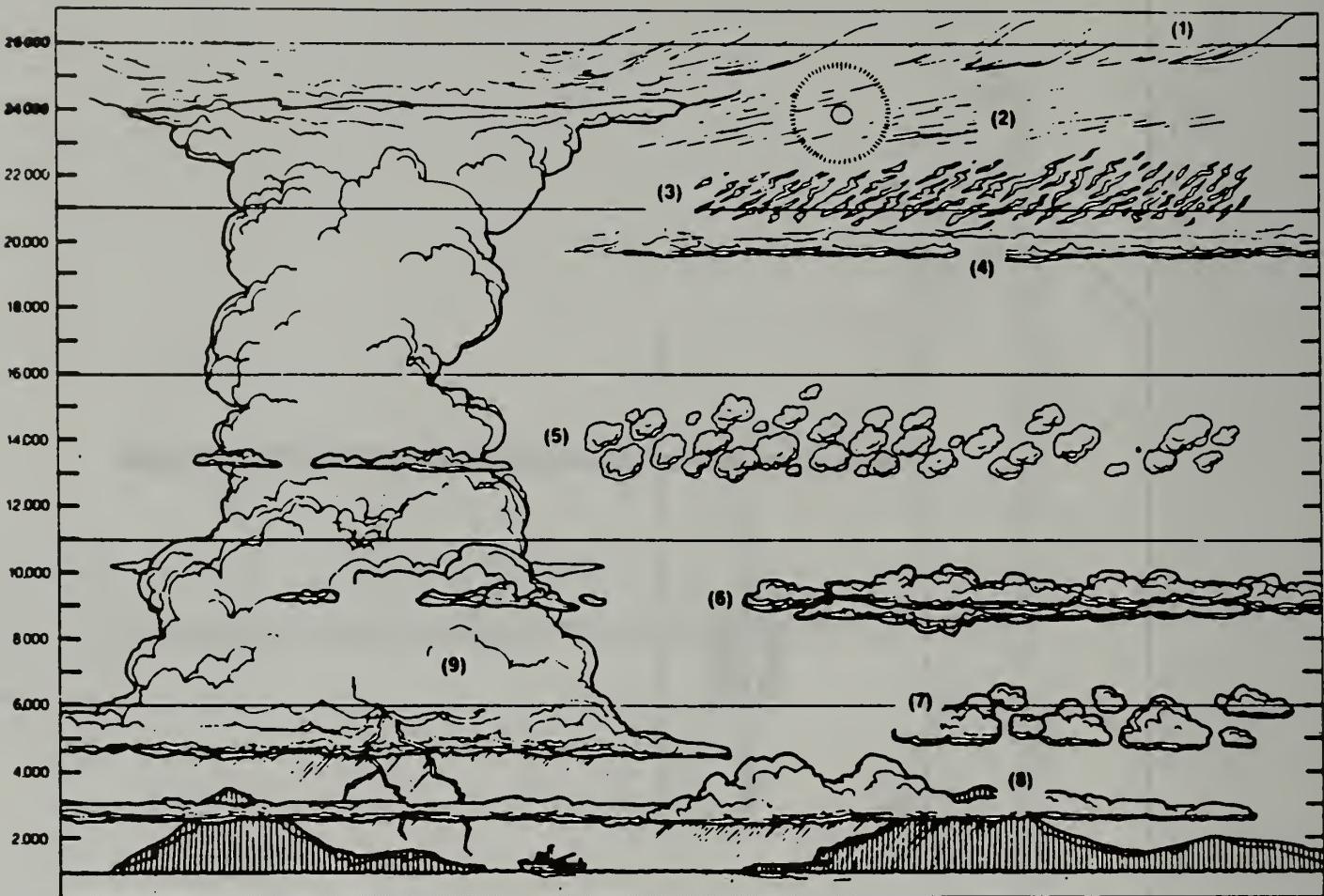


Illustration courtesy NPFVAO SAFETY MANUAL. Produced in cooperation with the National Fisheries Service and U.S. Coast Guard.

D039NG

HEADING (GYRO)	VISUAL BEARING (GYRO)	RDF BEARING (GYRO)
061°	061°	062.5°
089°	059°	061.5°
114°	054°	057°
129°	039°	041°
144°	024°	025°
167.5°	017.5°	017°
197°	017°	016°
233.5°	023.5°	021.5°
271°	031°	027°
309°	039°	037.5°
336.5°	046.5°	046°
023.5°	053.5°	054°

DO40NG



U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

WEATHER REPORT FOR IMMEDIATE TRANSMISSION

NO.	SHIP NAME	DATE SENT (OMNI)	TIME SENT (OMNI)	SIA. CALLED	FREQUENCY

ADDRESSES

U.S. Coast Guard: No address needed, start with ship's call sign.

INMARSAT: Select—Coast Earth Station (CES), routine priority, duplex telex channel, and initiate call. When QA + is received, select 41+. Upon receipt of answerback, NWS OBS MITS, send the weather report starting with the ship's call sign. End the report with 6 periods.

U.S. commercial and foreign radio stations: To: OBS METEO (or address from "Radio Stations Accepting....."). Start with ship's call sign and combine the remaining numbers into 10-character groups.

STORM or STREP	CALL SIGN	YYQQQW	00LALAL	QCLOLOL	IPLXWVV	Null
10nTTT		99			4	
29nTdTd	4PPPP	6pppp	7wwWW		6N1,C1,CMC1	222DgVs
0enTwTwTw	2PwPw1tw1w	3dw1dw2dw2	4Pw1Pw1tw1w1	5Pw2Pw2tw1w2	6IsEsEgRg	ICE
08ibDir	PLAIN LANGUAGE				TRANSMITTED BY	

No Government Administration, or Company or person employed in the forwarding and delivery of this message shall be liable for any loss or damage resulting from failure to transmit or to deliver the said message or from any neglect, delay, error or omission in the transmission thereof.

Supersedes NOAA Form 71A (10-62) which should be destroyed.

DOING



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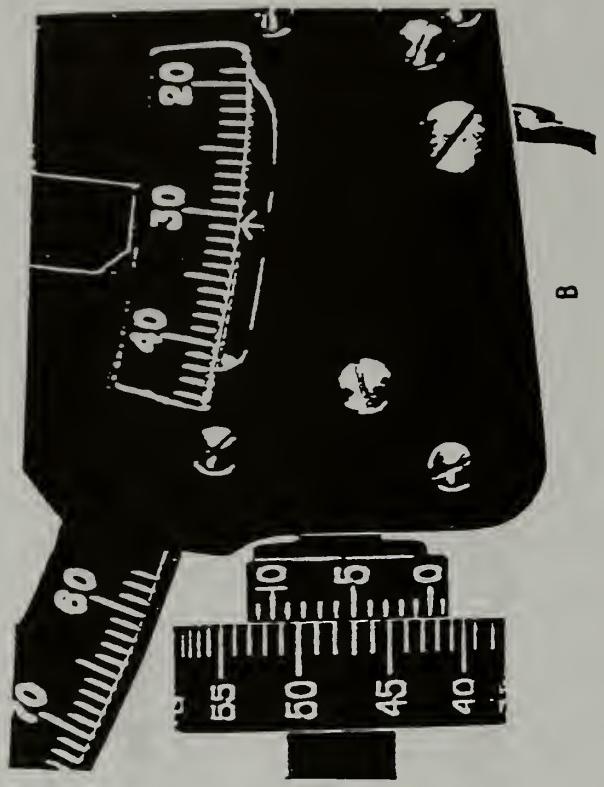
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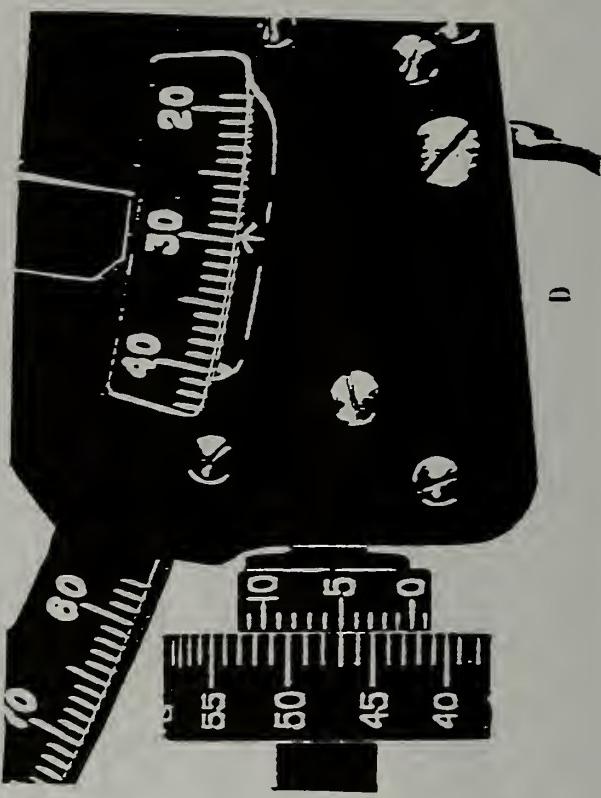
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Q //\\//\\

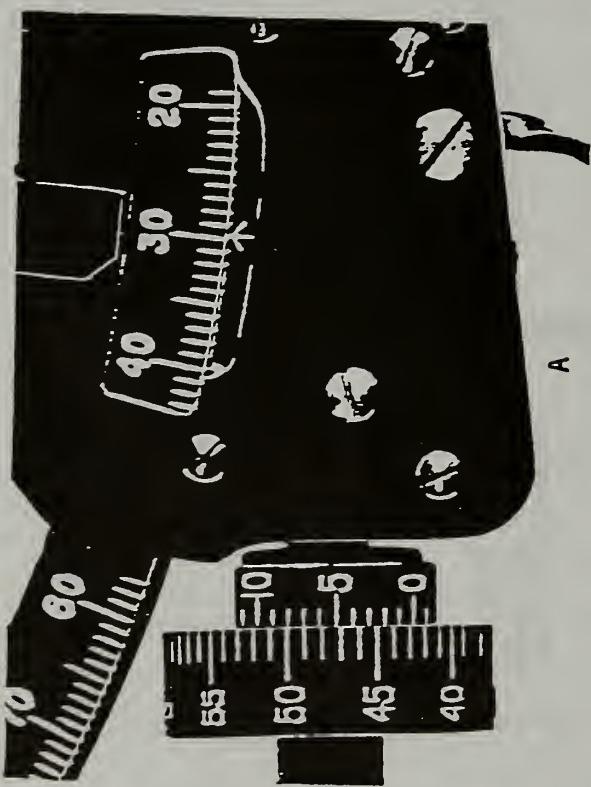
D042NG



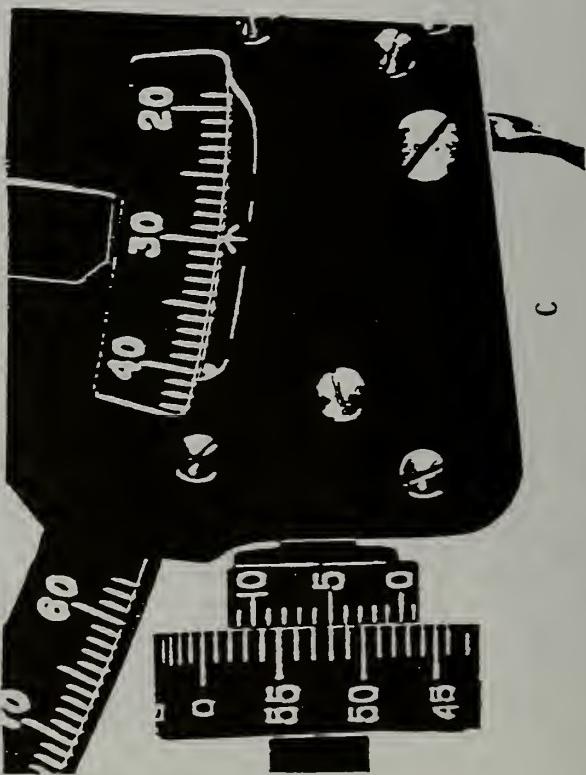
B



D



A

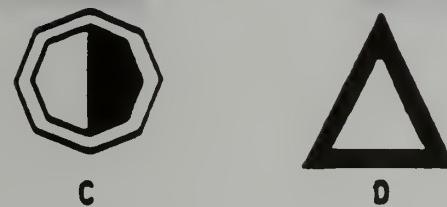
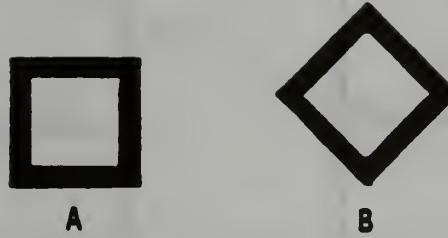


C

D043NG



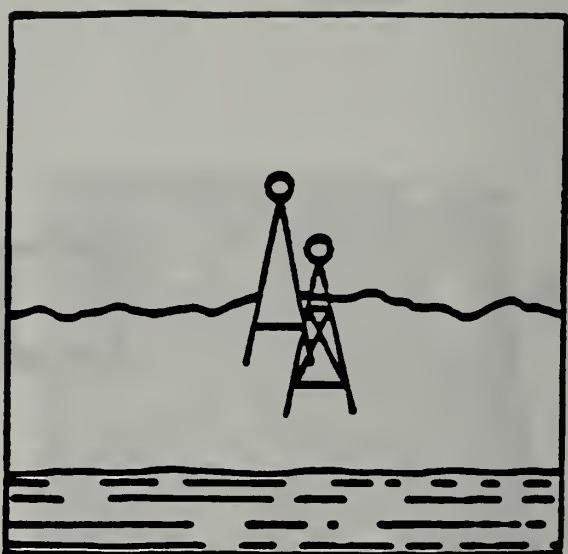
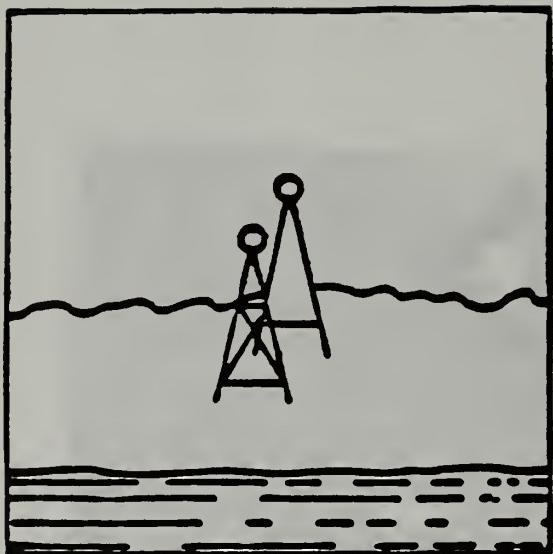
D044NG



D045NG



D046NG



D047NG

D048NG

1014 1010

1006

SURFACE ANALYSIS
VALID: 12Z

1006

1010

1002

998

L

D

E

B

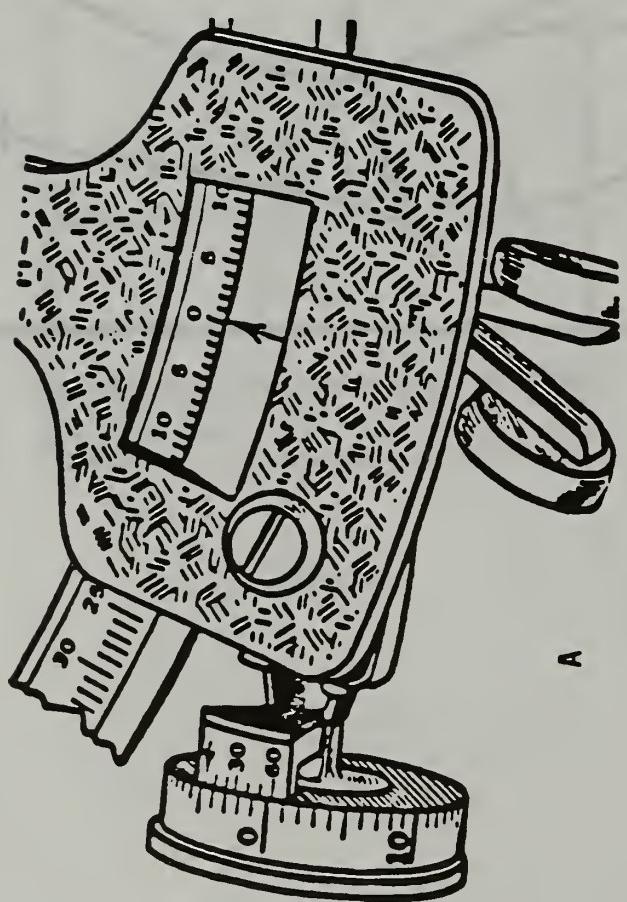
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1018

1014

1018

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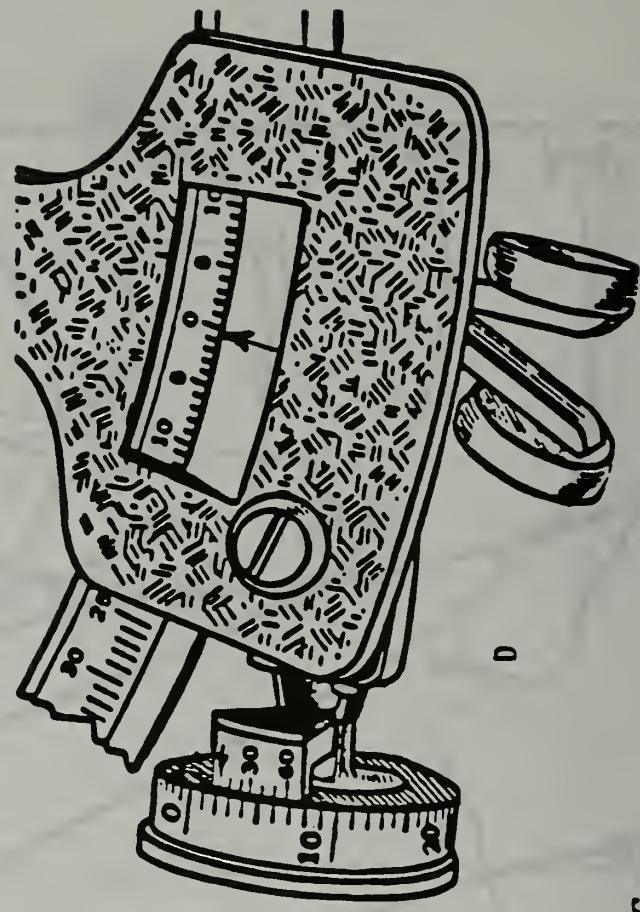
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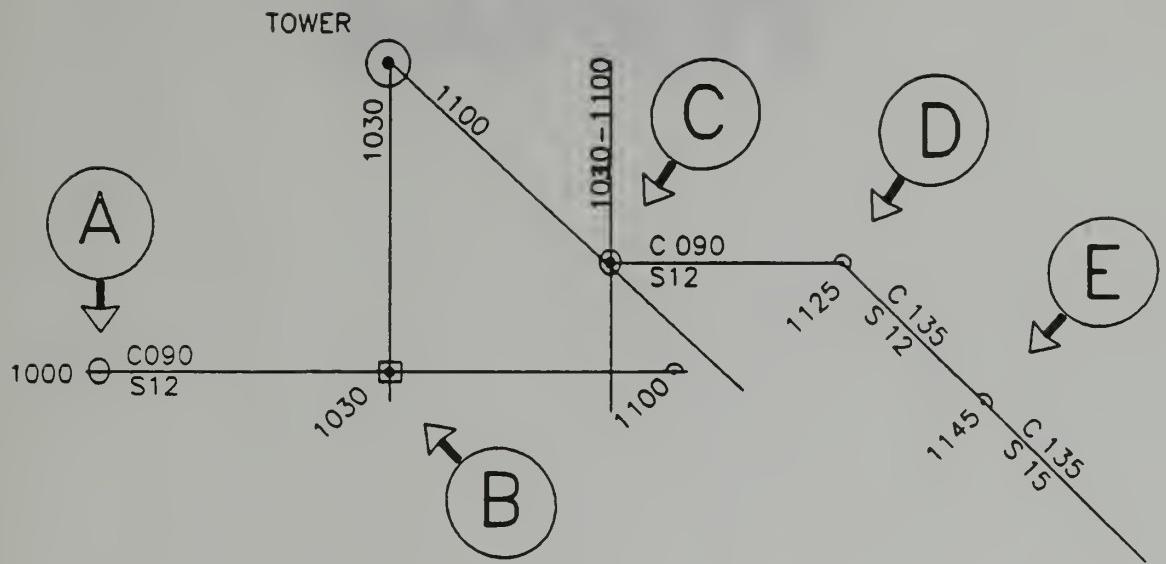


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D

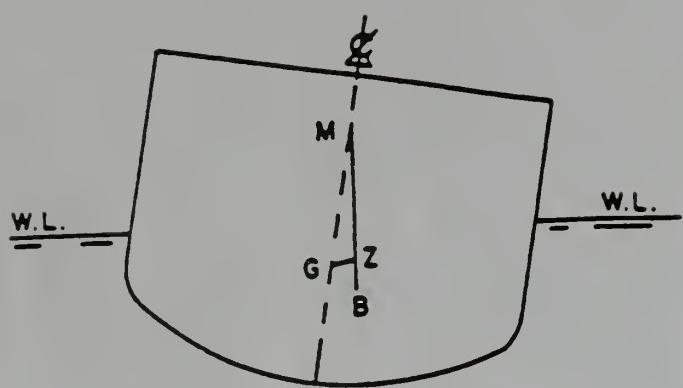
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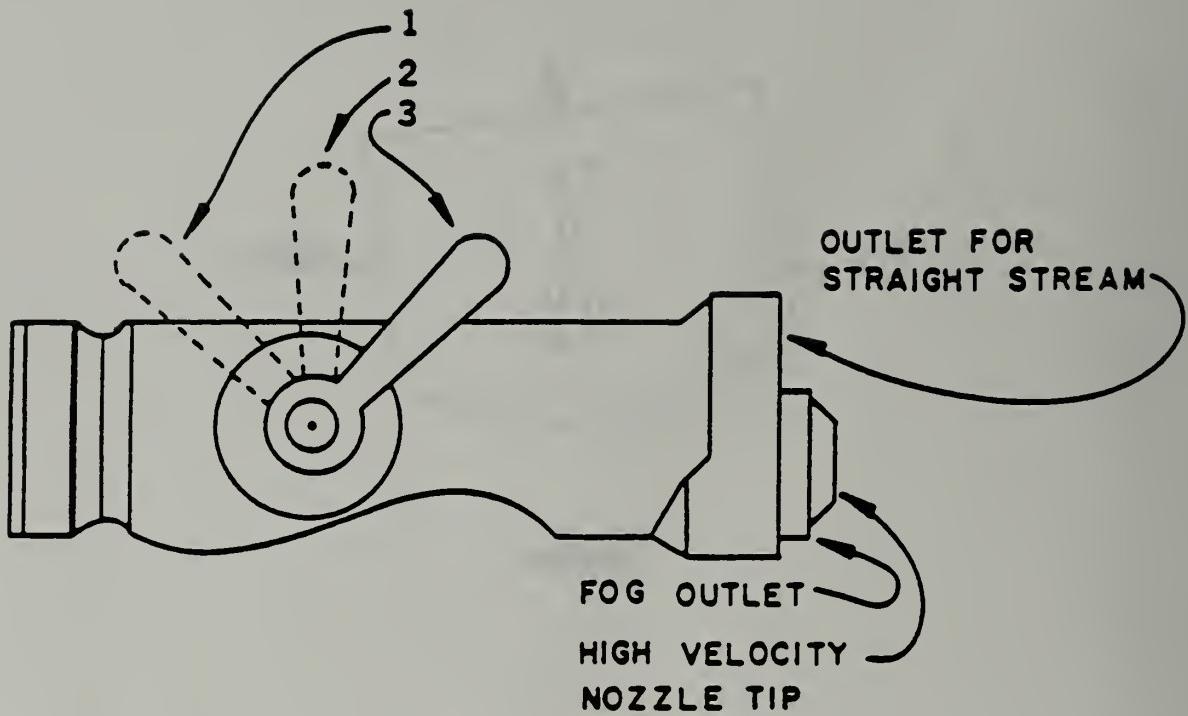
SAFETY

CHAPTER 4 SAFETY

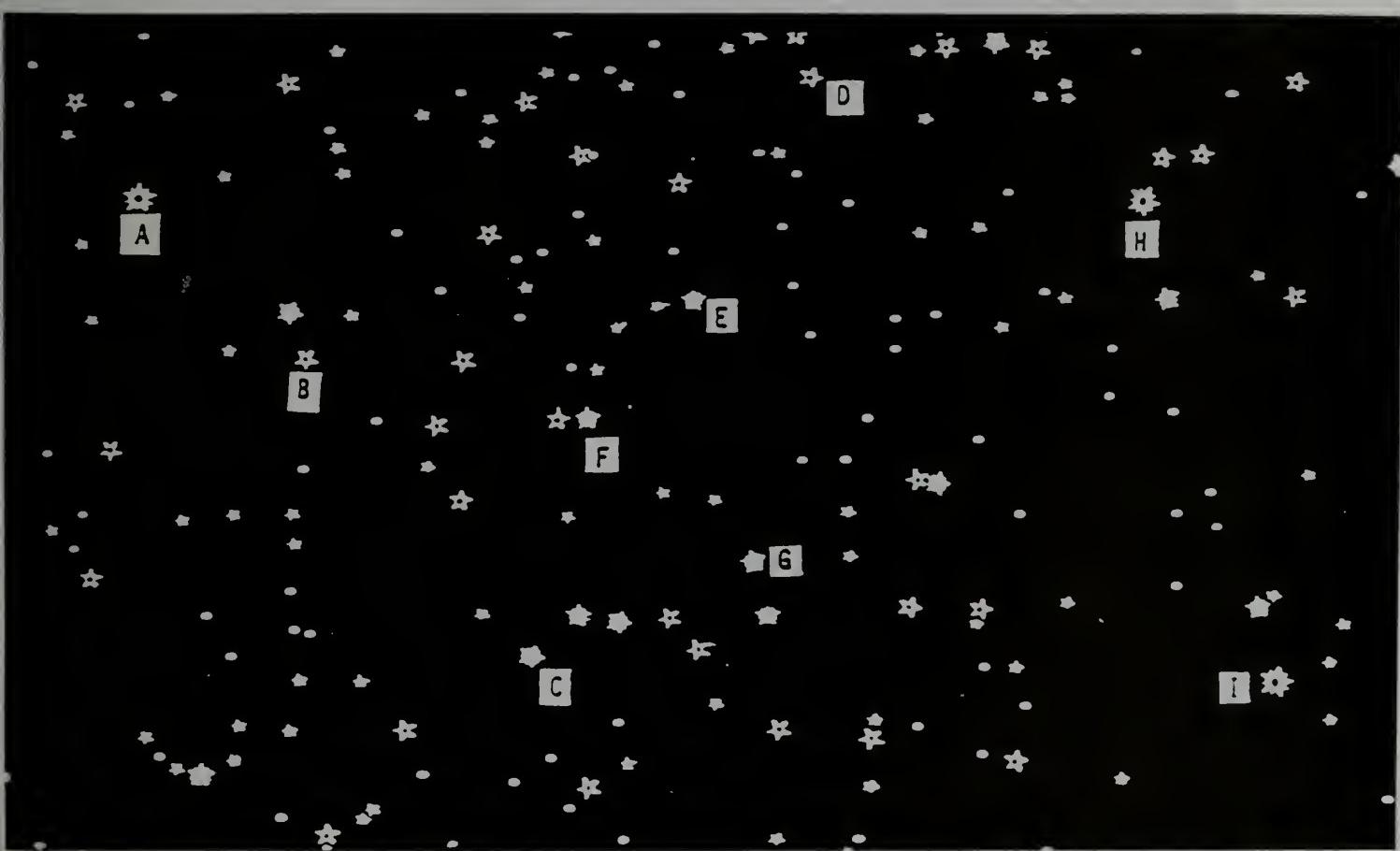


D001SA

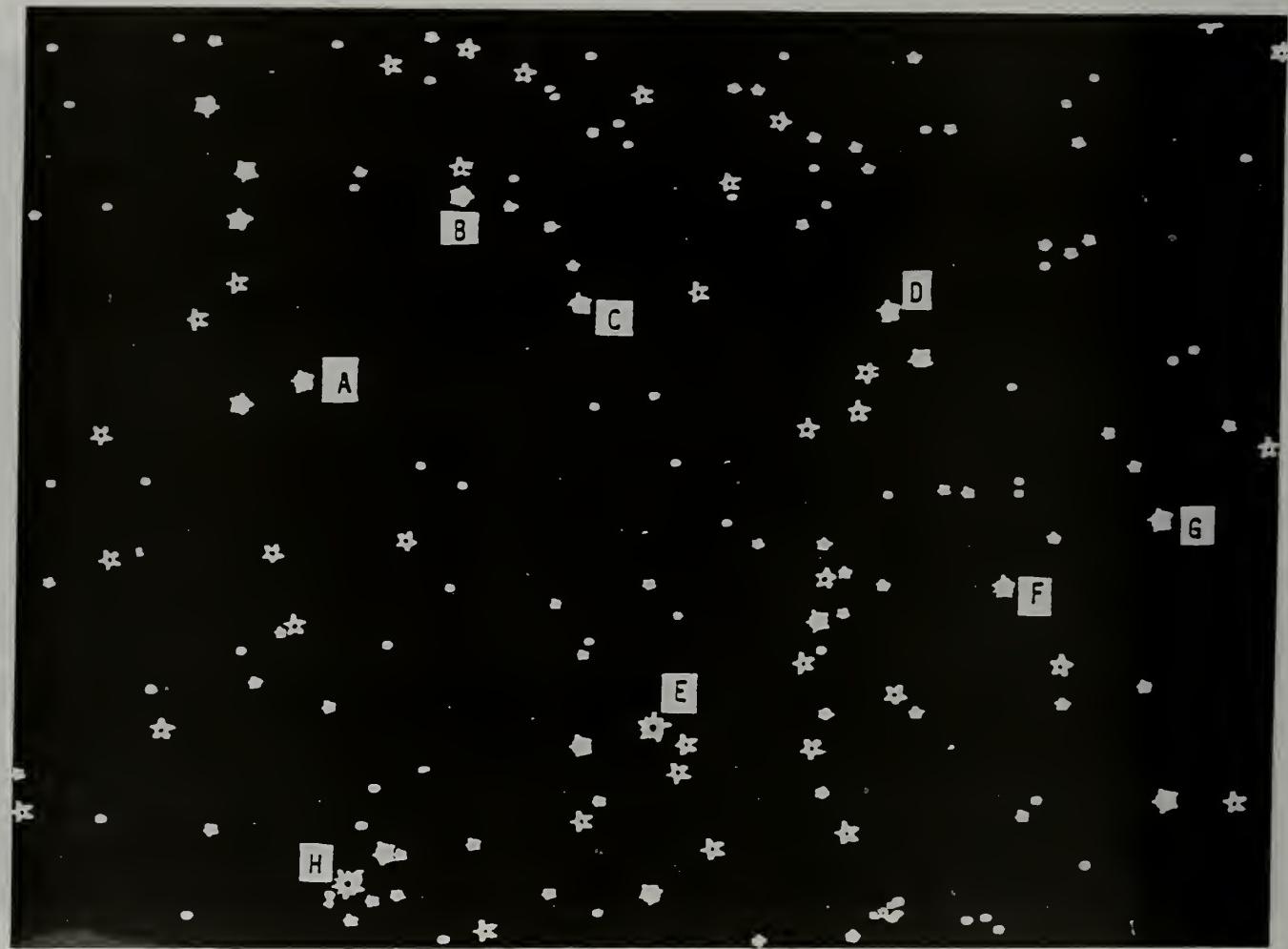
D002SA AND D003SA: RESERVED



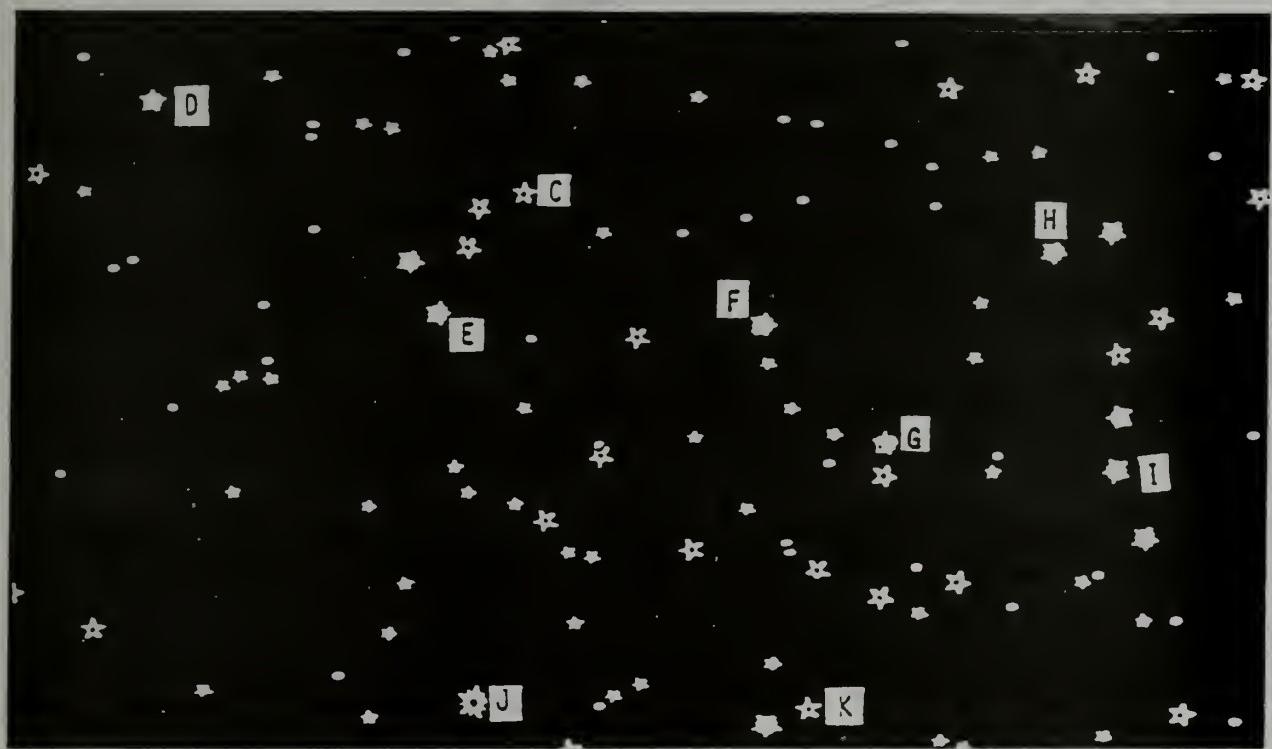
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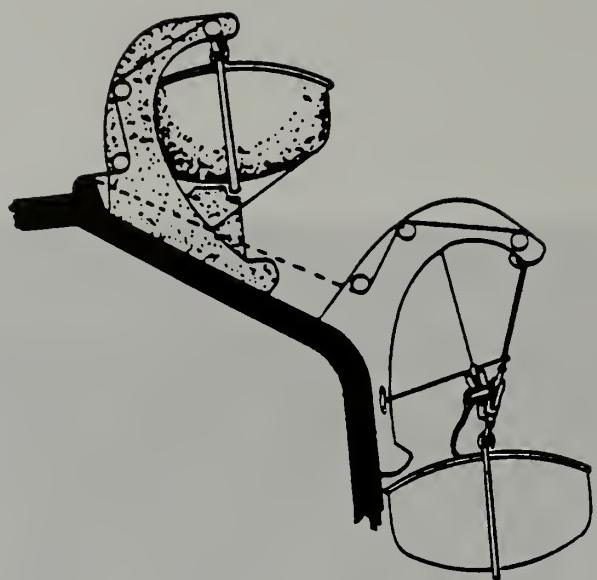
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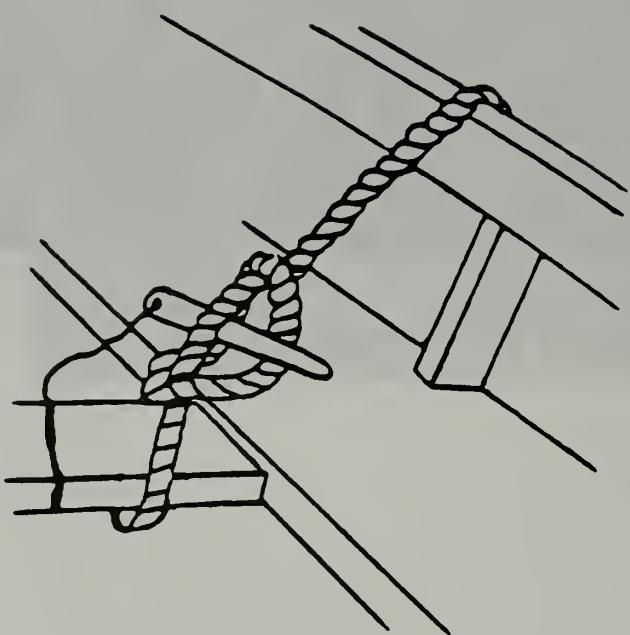
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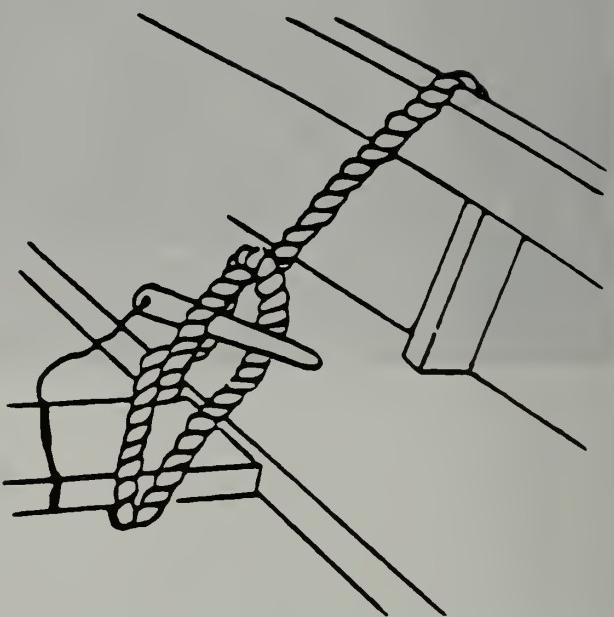
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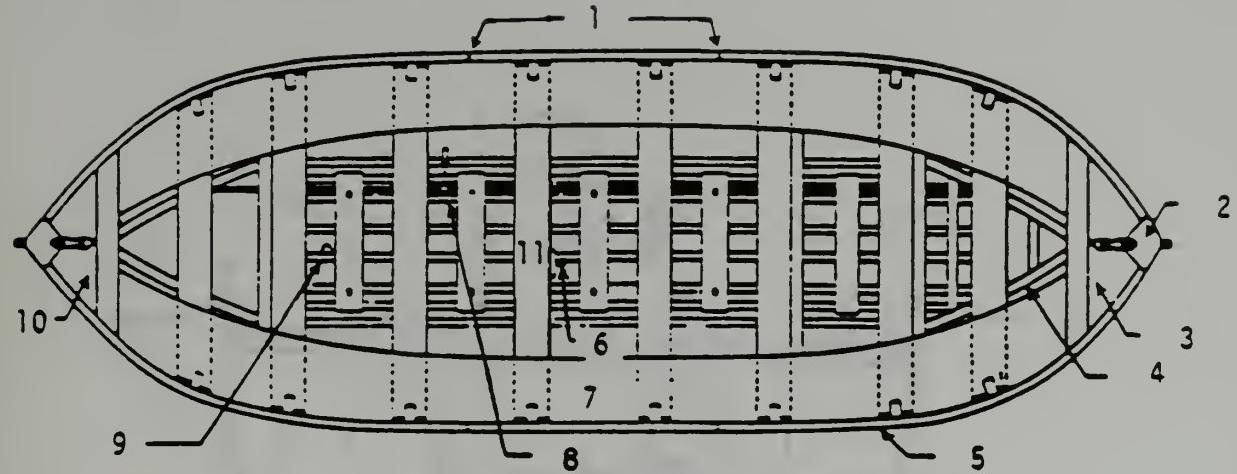


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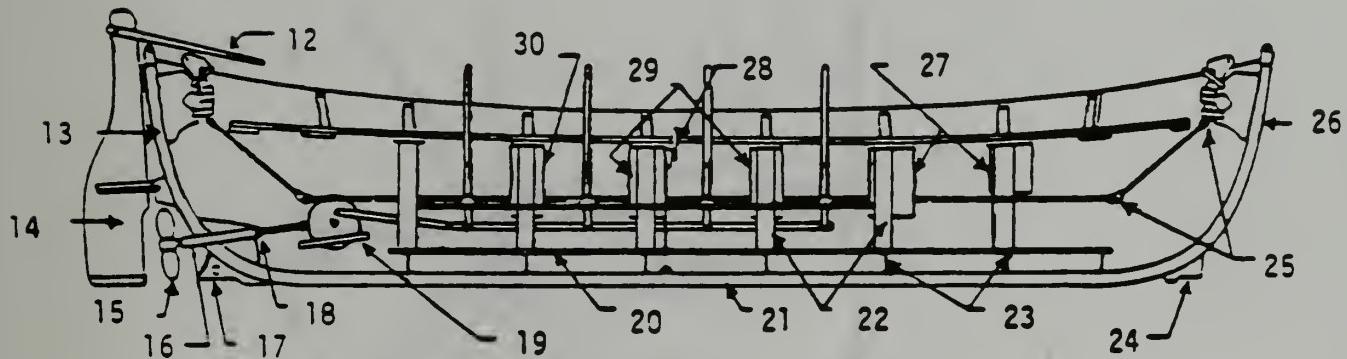


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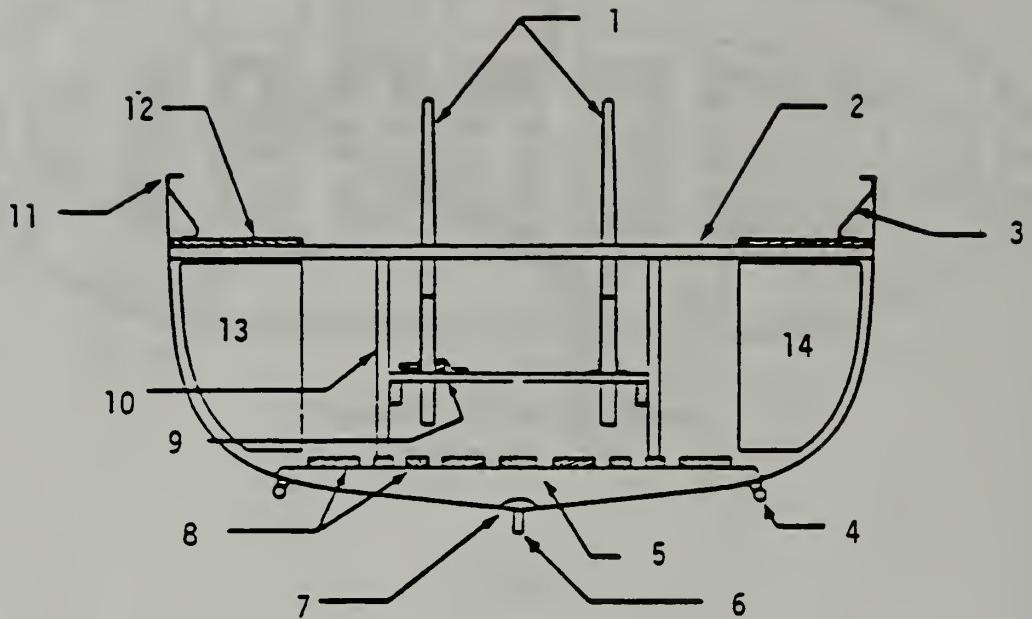


HAND-PROPELLED LIFEBOAT
View from above

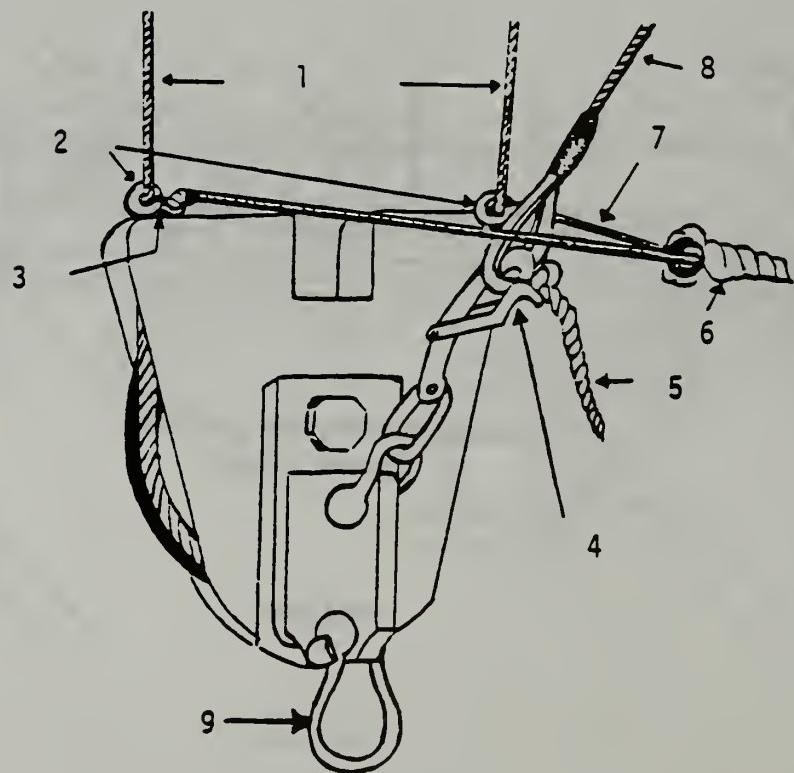


HAND-PROPELLED LIFEBOAT
Profile view

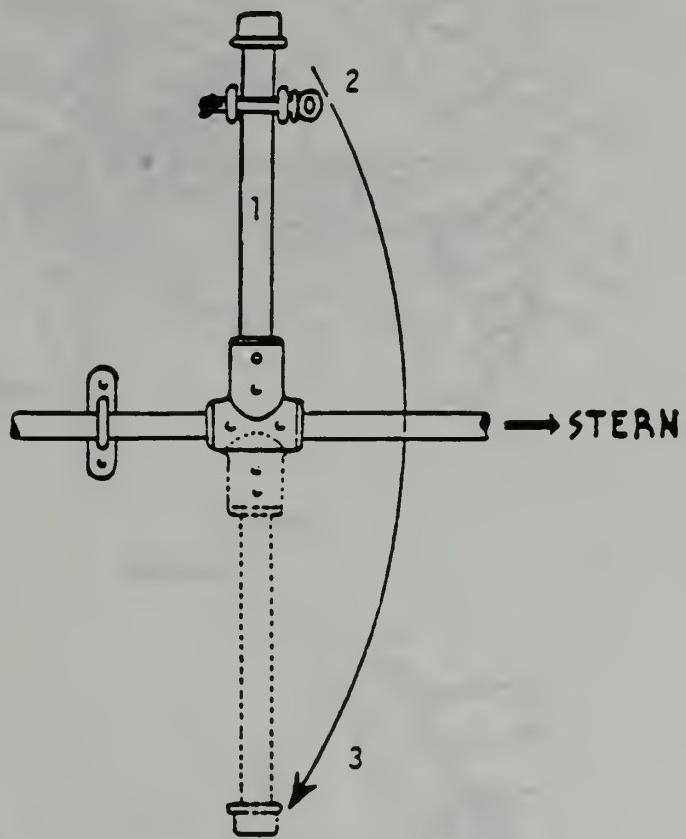
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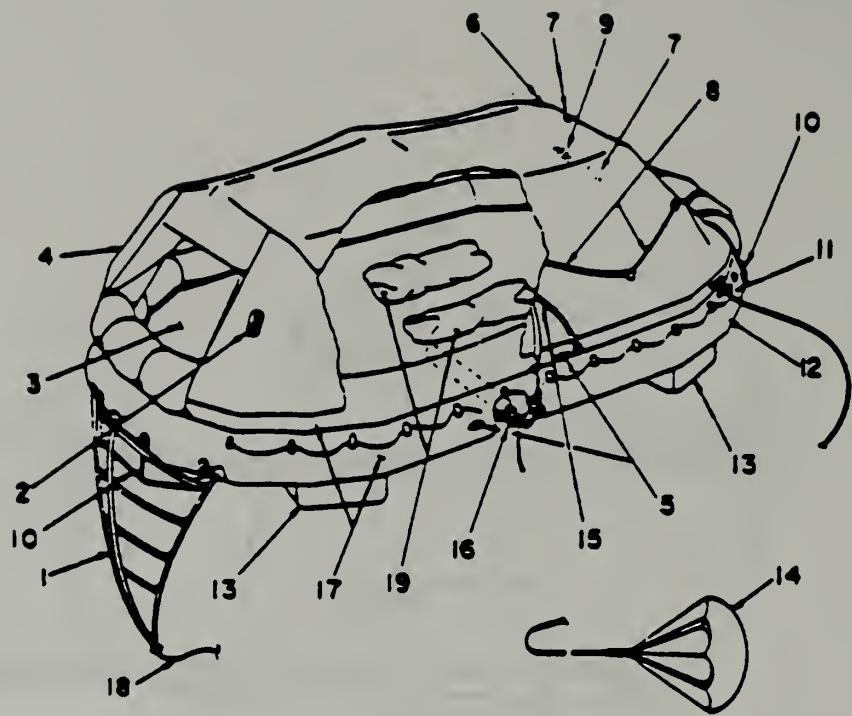
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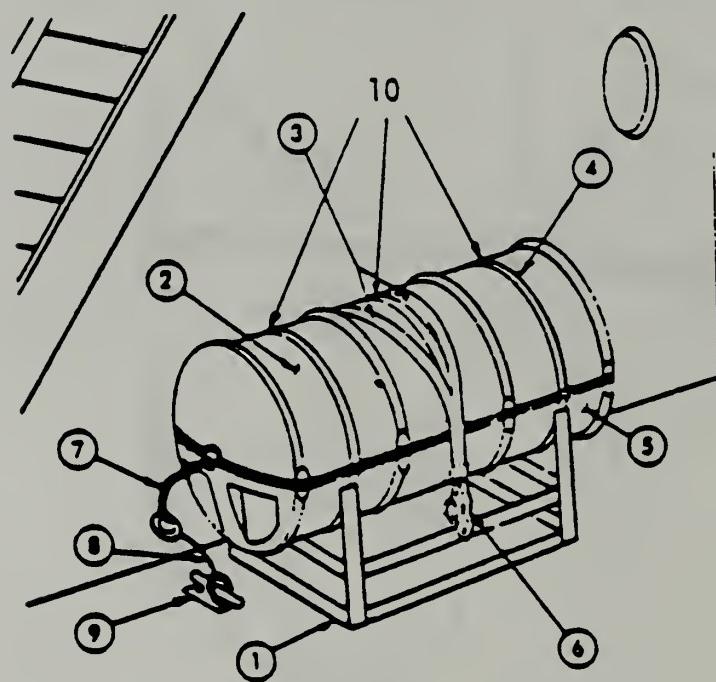
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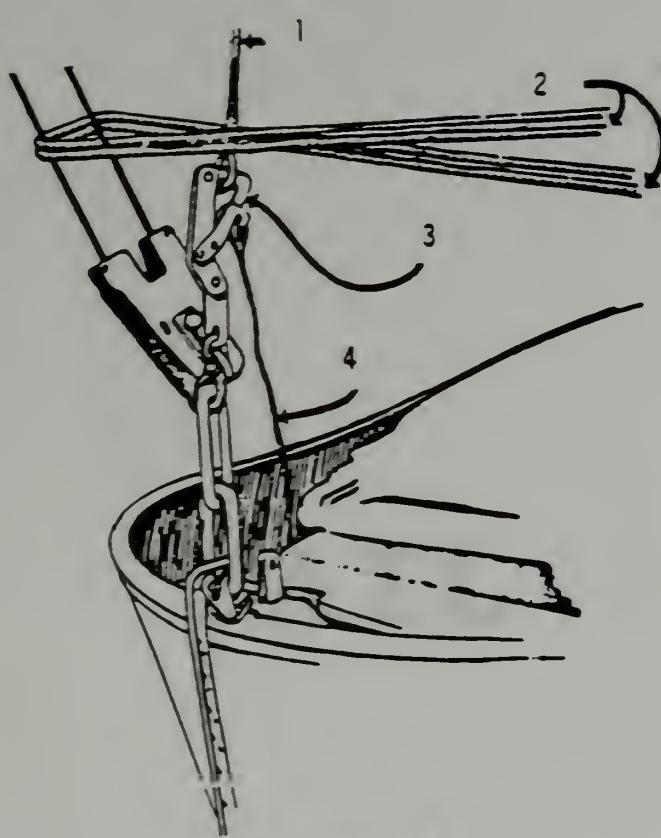
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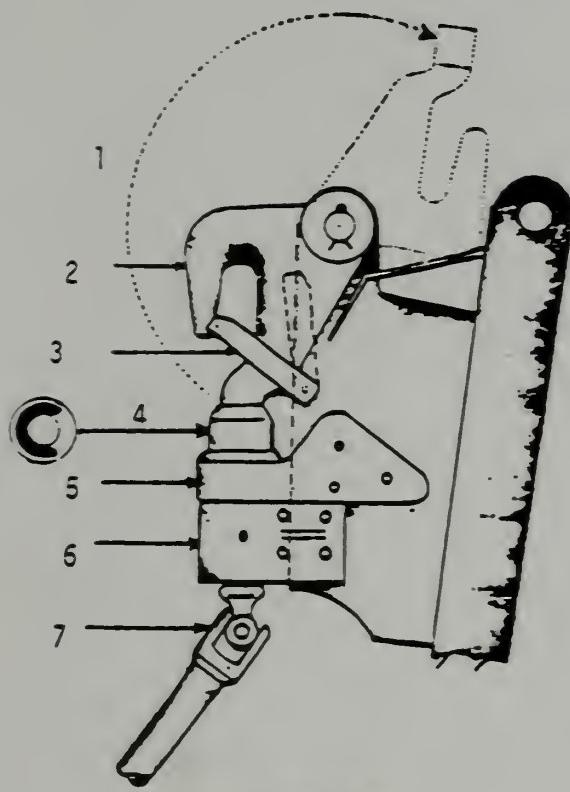
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D015SA



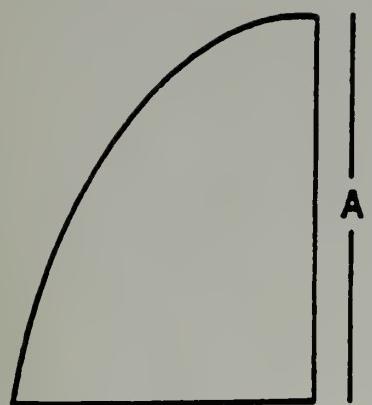
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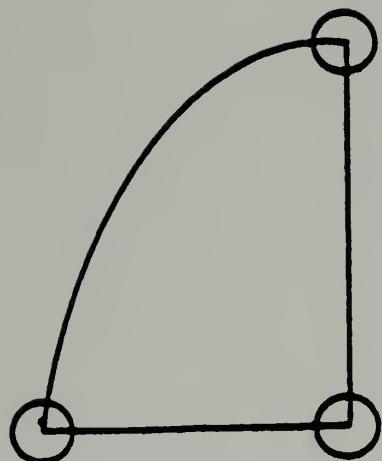
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SAIL

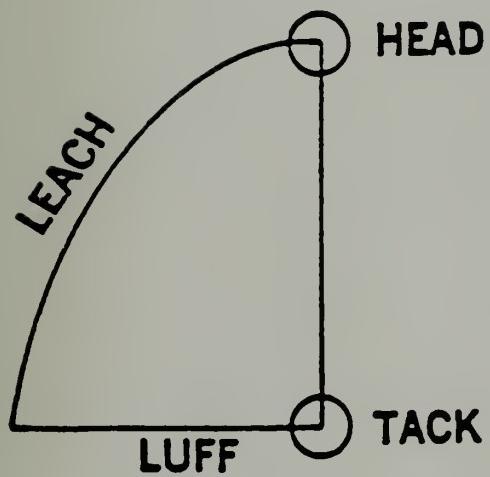
CHAPTER 5
SAIL



D001SL



D002SL



D003SL

